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MARRIAGE. On the 2nd September, at St. John's Cathedral

by the Rev. F. T. Johnson, John Jackson, son of SIDNEY JACKSON, of Longfield, Carrickmacross Co. Monaghan, to Elsie, daughter of Dr. Stock-WELL DUNWICH, Briebane.



HONGRONG OFFICE: 14, DES VŒUX ROAD C LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 3rd September, 1902.

WE learn that notwithstanding that all the preliminaries as to the scope and composition of the Conservancy Board for Shanghhi were discussed prior to the signing of the Protocol of 1901, and that it was presumed that everything was definitely arranged, there have been considerable difficulties in bringing about the conclusion of the whole. More than one cause is, we believe, responsible for the delay, which, although mainly, is not entirely due to the obstruction of the Chinese Government. As usually happens in such cases the chief objectors are not to be found in the ranks of the greater Powers nominally at least, but are supposed to be found amongst one or two of the nations whose commercial interests in the trade of the port are by comparison small. I cannot be said that this is by any means satisfactory, but under the present system of international intercourse, where each individual, whatever its ability or position, claims an equal voice, it is difficult to see how these recurring deadlocks are to be avoided or parried. All these things are the more regrettable masmuch as they give the Chinese Government, always on the look-out to take advantage of any apparent rift in the harmony of the other Powers, just the opportunity it desires to give effect to its favourite reactionary policy.

Government at Peking, and, we are sorry to say, acquiesced in or even actually supported by the whole force of the Imperial

instigated by the Inspector General, is that | ago, when yielding to outside clamour, the the entire control of a work essentially Government felt itself compelled to appoint local should be carried out with local' funds by a body locally elected. We need | tion the whole subject. That Commission hardly point out that the result of such a has just made its report, and it is curious system of centralisation as has hitherto prevailed, in China as elsewhere, has been total and absolute failure. Neither China, as an Empire, nor the Maritime Customs, as a strongly centralised body, is perhaps individually or collectively to blame; but the fact remains, and only confirms what has been remarked everywhere else. It instructive to turn to England and notice the different methods which have there hitherto prevailed of meeting the difficulties connected with keeping open or improving the numerous harbours along the coast. The rule prevailing is that the authority immediately, or most immediately concerned, has full powers in everything touching the harbour and approaches; that is to say that where the chief use is propounded by the Royal Commission in for Imperial purposes the Government takes control, and where for ordinary trading purposes local boards of varying composition and powers are entrusted with the entire management. Of course harbours whose use is for war purposes, as Portsmouth and the Medway, are entirely cared for by the Government, but there are others whose main use is for the despatch of mails and passengers, as for instance Holyhead and Dover, where the Government takes also absolute control. On the other hand at rictly mercantile ports as, for instance Liverpool, Glasgow, or the Tyne, have private bodies locally elected who take supreme control. The most marked instance of this the Liverpool Dock and Harbour Trust, a practically self-elected corporation, which takes command almost without appeal of everything connected with the entrance to the Mersey. The good effect of the enormous powers exercised by the board is that from being little more than an ordinary fishing-port, the port of Liverpool has grown to be the largest and almost most important in the Empire. Glasgow has little less authority than Liverpool, and the powers conferred on each go from these, in a diminishing scale. Between the ports by this means is kept up a wholesome rivalry, so that the highest efficiency of each is automatically secured. With a Government control none of this rivalry can be expected: the interests of the Government, or of the particular service for which the harbour is kept up are, of course, [31 attended to, but there is comparatively little attention paid to the interests of mere private trade.

Such has been the experience of England hitherto. One partial exception occurred in the port of London, the port which has hitherto enjoyed the most valuable trade of the Empire, if not of the world. It might have been anticipated that as the most uncient, as well as being the Metropolitan port where the King had always his headquarters, the port of London would have be en mainly if not entirely cared for by the Government. On the other hand London has always been the centre of civic freedom, and between these two opposing principles the affairs of the port proper came to fall into a curiously entangled mess of public and private interests; the result of which has been that there practically existed no controlling influence whatever, and London got on as best it could-which practically meant that it did not get on at all. Some years ago under the authority of Parliament, and in order to get rid of this state of stagnation, a body denominated the Thames Conservancy was constituted, and it was hoped that this neglec t would be remedied. The result was instructive. The Parliament that constituted the board was too timid to grant full powers over the many private interests that claimed a part in the general trade of the port, and the powers of the Conservancy in raising revenue were likewise limited. As soon as it began to show any signs of activity, and approached the refused to move unless bought out at prohibitory rates, and these the Conservancy. at. The Conservancy, thinking that in the then temper of Parliament any application

private wharfingers and other bodies having any say in the river, all without exception hampered in its finance, was unable to look for further powers would meet with refusal, did what the Chinese Government would have itself done nothing. Meanwhile other ports were improving their position, and Hamburg and the other continental centres took advantage to press on their Governments the opportunities offered by the nonchalance of the Thames authorities for pushing their own trade. Belgium and Holland, too, began to see their way to the expenditure of large sums of money profitably, while London went dreamily about her own affairs; with natural consequence that at last the metropolis commenced to see her supremacy The main objection put forward by the rapidly leaving her. Ships were growing bigger and bigger, and the river instead of improving was gradually deterioratingthe Thames in fact was becoming a second Maritime Customs, if not indeed actually Whangpoo. Such was the position two years straight line.

a Royal Commission to take into considerato observe that it has joined in a recommendation to do practically the same as the protocol arranged should be done in the case of the Whangpoo. That is to place the entire harbour and its approaches in the hands of a local Board of Conservancy. locally appointed or elected, and with powers to raise local revenue. Nor has the similarity ended there. The appointments to the Board are to be made in an almost identical manner, that is to say by the great Municipalities, and by persons selected by those immediately interested in the trade of the place. There is, however, one curious but instructive difference; while the Shanghai regulations provide for the Government at Peking being largely represented, those London propose that out of forty members only two shall be appointed by the Government. It would be impossible to give more complete rebuff to the arguments put forward by the Chinese Government than is afforded by the Report of the Commission As we have, however, already exceeded all reasonable length, we propose to revert to this interesting document more fully in a subsequent issue.

One more fatal plague case was reported up to noon yesterday, a Chinese body being found in Yee Wo Street.

The German gunboat Schwalbe left for home on Monday and H.M.S. Amph trite arrived from Weihaiwei yesterday.

The half-mile race on the Happy Valley racecourse on Monday between Black Tulip and Esau, owners up, ended in an easy victory for

The native silk-merchants of Shanghai have repeatedly received telegraphic messages from their agents in Szechnen, advising them not to send any more silk to that province until the disorders are over.

We are informed by the Joint Telegraph Companies that cable communication between Shanghai and Tsintau and between Shanghai and Chetoo is interrupted. Telegrams are being forwarded by Chinese land-lines from Shanghai, which are reported to be working fairly well.

According to a Peking despatch to Shanghai, Grand Councillor Chu Hung-Chi and Vice-President Hu Yu-fen went together to see the Russian Minister on the 19th ult. asking when Russia would hand back the Chinese Railways outside the Great Wall of China. In reply M. Lesear said that he was not in a position to fix a date for the purpose, as mounted-brigandage was still rampant in the vicinity of the branch lines of the Railway.

As an example of the methods of Baugkok the recent experience of a gentleman in the Oriental Hotel there is interesting. He was awakened one evening by hearing a continual rapping against his window, something like the steady note of the bull-frog. When he went to see what the matter was he discovered that a thick was endeavouring to gain admittance to hi room. The sudden illumination of the spart ment and the look of readiness on the part of the occupant to tackle any number of midnight arrivals settled the question for that evening at any rate. -

Last night, in the Queen's Hotel, the chief and assistant naval engine-room artificers on this station but down to dinner, the occasion being a combined welcome and farswell to incoming and home-going comrades. Covers were laid for forty, and the respective positions at table of those present were indicated by two floral wreaths bearing the words, " Homeward bound "and "Welcome." The dinner was a most successful one, no small credit for which is due to Mr. R. F. Daly, the new manager of the Queen's Hotel, who exerted himself to make the occasion a thoroughly enjoyable one. A concert which followed the dinner brought to a close an exceedingly pleasant evening.

In a small way Siam might rank as a land of wild cat" mining ventures, writes the Bangkok Tistes. If her experience has not been extensive, so far as foreign mining companies are concerned, it has been unfortunate. The real mines of the country, as shown by actually realised results, are the tin mines of the Peninsula, exclusively Chinese. Great things are, it is true, expected of Mr. Duff's gold concession in Kelentan, but of course the work is still in 'ts preliminary stages. Another foreign mining venture, however, is now an-| nounced, and there is very good reason for believing that it will do valuable service in exploiting the mineral wealth of the country. Mr. W. J. Taylor, an American citizen, has obtained from the Siamese Government'a tia mining concession in the Bangtaphan district. This concession has not been obtained to sell a company as a speculation; it has been obtained for a syndicate of ten men, Mr. Taylor being one of them, who are going to work the property themselves. They believe they have got a good thing, they possess capital to work it, and it is the production of marketable tin they are going for. The concession is for a tract of 300 ria-the largest area granted under the Fiamese mining laws-lying 15 miles from Bangtaphan in a north-west direction, but only about eight miles from the coast in a

The fatal shooting of Hermany, the Swede, at Apilat in the Philippines by a policeman there is now reported to have been due to the fact that Hermann while drunk tried to ride down the municipal accretary, Senor Sirenco Santos, whom he also shot with a revolver causing death. The constable fired in self-defence, shooting

Hermann through the head.

Particulars of the death of Colonel Hicks, agent of Harmston's Circus, at Sourabaya, given in the local Courant, show that medical opinion is not certain that he did die of cholera. Cholera was raging there and he was sorely afraid of catching it. On the evening before his death he intended to dose himself with brandy by way of precaution, and actually took chlorodyne with his whisky soda.

The death is recorded in the San Erancisco papers of a man supposed to be 131 years old His usme was Aupi Maru Mori, more familiarly Old Wappy," and he claimed that he was born in Calcutta, was the son of some prince or dignitary there, had run away from home when a boy, was captured somewhere in the South Sea Islands and taken on board a pirate ship, from which he was finally able to escape at Manila-From there he went to Sen Francisco.

The servant question has long vexed the New York clubs. The native-born American is too independent to make a good servant, and the negro, though respectful enough, has no intuition, and is usually more or less clumsy. Some of the clubs regularly recruit in England, but this does not always turn out successfully, for after he has been a few months in the country " Jeames" not infrequently imbibes democratic notions. Lately the Tilden Club has been making an experiment with Japanese and are delighted with the result up to the present. The Japanese are respectful and attentive without being servile, are wonderfully alert, and have that intuition which is the essence of perfect attendance.

"How long may it be since we had a really musical Prime Minister?" This question is asked by Mr. Algernon Ashton in a letter to the Manchester Guardian, in which he says that Mr. A. J. Balfour is not only an enthusiastic lover of high-class music but is also himself a very proficient pianist, and "appears to be the first thoroughly musical Premier we have ever had, or at least for a very long time." Lord Salisbury and, Lord Rosebery are both put aside as umausical, but, says Mr. Ashton, "the late W. E. Gladstone, on the other hand, liked music to a certain extent, though an intimate friend of his once told me that the great statesman hardly knew one note from another. It may possibly be that Lord Beaconsfield, Lord Russell, Lord Palmerston, Lord Derby, and Sir Robert Peel were somewhat more musical than Mr. Gladstone, but if such was the case the world did not know it."

As an illustration of the bearing of language on political development, Sir Harry Johnston gives voice to a pregnant idea, in his Uganda Protectorate. The Bantus furnish his objectlesson. In the area between the Cameroons, Zanzibar, Damaraland and Cape Colony are some forty or fifty million black people who speak languages belonging to the Bantu group Herein he sees political danger, and he points to the missionary as the man to save us. " Unless before then English, French, and Portuguese languages have got such a firm hold on the Bantu populations in the English, German, French, Belgian, and Portuguese spheres of influence, the generalised type of Bantu language which will grow up amongst the 40,000,000 of Bantu negroes may lead to a community of thought and belief and to a political league against the white man. Missionaries-English, French, an German-are still loth to teach the people among whom they dwell a European language. This reluctance on their part is undoubtedly based on a dread that by initiating the people into means of communication with the European world they will emancipate them too quickly from pastoral control." But, as Sir Harry Johnston sagaciously notes, all the time that this step is delayed, the Bantu, impelled by the inevitable course of things will, if he cannot associate himself rapidly with Enropean interests, "begin to think and talk of a Bantu nationality."

FIRES.

In addition to the fire which destroyed matshed at Yaumati on Monday night, two more outbreats, neither of them serious, took place. By the first a large matshed erected at Aberdeen for entertainment purposes was burnt to the ground, and the second resulted in the partial destruction of a goods shed on the premises of the North German Lloyd Company at 4. Praya West, Kennedytown. The damage

COLLAPSE OF HOUSES.

Two houses collapsed at Yaumati yesterday morning, Nes. 26 and 28, Battery Path. Fortunately the occupants received timely warning in the shape of the cracking of timbers, and cleared out, so that the houses at the time of the accident were tenantless. The collepses are attributed to the rotten condition of the roof timbers, which were anteaten, in some cases so badly as to leave the joists almost quite hollow,

LATEST STEAMER MOVEMENTS.

The N.P. steamer Glenogie left Yokohama for this port yesterday. The Boston steamer Pleiades arrived at Murc ron the lat inst.

The C.P.R. steamer Empress of India arrived at Nagasaki at 6 80 p.m. on the let met, and left again at noon on the 2nd for Kobs, where she is due to arrive at 9 p.m. to day.

TELEGRAMS.

"DAILY PRESS" SERVICE. FAR EASTERN AFFAIRS.

FROM OUR SPECIAL CORRESPONDENT.

London, 2nd September, 10.45 a.m. THE U.S. AND CHINA TRADE.

A corporation has been organised California, with a capital of \$1,000,000 gold, to promote trade with China in consequence of the conclusion of the Tariff Treaty. is also reported that arrangements are proceeding to induce China to buy American cotton through the New York exchange instead of through Liverpool.

AMERICAN BANKS FOR CHINA. American capitalists are planning to establish banks in the business centres

GENERAL NEWS

FROM OUR SPECIAL CORRESPONDENT.

London, 2nd September, 10.45 a.m.

THE S.S. "TROCAS" FLOATED. The Shell Line tank steamer Trocas, which went ashore at Perim, has been

THE DROUGHT AT SINGAPORE.

FROM OUR CORRESPONDENT.

SINGAPORE, 2nd September, 1.30 p.m.

GRAVE SITUATION-A PROPOSED REMEDY.

The severe drought here continues. The situation is serious, as only one week's supply is left. The supply to the town now limited to two hours per day. It is suggested that a trial should be given to the firing of big guns in the air as a means of bringing rain.

REUTER'S SERVICE.

LONDON, 31st Angust.

WAR EXPENDITURE.

Mr. Chamberlain, speaking at Birmingham on the occasion of the presentation of war medals, said that the country would never submit to the expenditure necessary to be always prepared for war, and that an appeal to voluntary patriotism, to which our success in the late war in South Africa was mainly due. would always be necessary.

THE ABOLITION OF LEKIN.

An Imperial Edict has been issued, abolish ing lekin stations in China. It declares that, during the period of negotiation for new commercial treaties with foreign, states, an understanding has been arrived at for an increase in the import and export duties.

LONDON, 31st August.

THE U.S. AND CHINA.

Mr. Conger, United States Minister at Pek ing. has been instructed to conclude a treaty with China similar to the Anglo-Chinese Commercial Treaty.

THE-ANGLO-CHINESE TREATY A HITCH.

Contrary to expectation, the Auglo-Chinese Commercial Treaty was not signed on Saturday. Sir James Mackay, Great Britain's representative, refused to sign owing to the indefinite wording of the Imperial Edict on the question of the surfax. He has cancelled his passage to England, which he had already booked by the next Empress steamer.

It is understood that the terms of the Treaty are not questioned, the matter being simply one of interpretation of the Imperial decree.

ENTERTAINMENT IN CITY HALL

The Brothers Francis, la'e of the Barnes Company, have now almost completed the arrangements for their entertainment, which is to be held under distinguished patronage on Saturday, the 13th inst., in the City Hall: Already the assistance of some of the bestknown local talent has been secured. Mr. and Mrs. R. H. Stephenson have kindly consented to appear in a sketch called The Colonel in addition to which Mrs. Stephenson. will give vocal selections. Among others who have placed their services at the disposul of the beneficiaries are Messrs, W. Callen and Gus Gregory and Pts. Burgess, A'O.C. besides artists from the U.S.S. Monadaock and the British war-vessels. The Brothers Francis will appear in several musical specialties and Mr. Don Francis will act as pianist. It is satisfactory to learn that the tickets are going well, and no doubt there will be a bumper. house, especially in view of the fact that it is a long time since we have had an enter

tainment of this kind in the Colony. The box

plan is open at the Robinson Piano Co.

HUNGKONG LEGISLATIVE COUNCIL.

A meeting of the Council will be held to day.

at 3 p.m. BUSINESS.

1. Financial Minutes. (Nos. 39 to 50) 2. Report of the Finance Committee. (No.

3. Question :- With reference to the recent collapses of newly prected houses in both Hongkong and Kowicon and consequent deplorable loss of life, what steps have the Government taken to fix the responsibility? Will the Government take steps to license contractors under bond or otherwise? Will the Government state what the regulations are as to public enquiries being held into accidents such as these! Will the Government table a teturn showing the number of houses which have collapsed this year with fatal results and giving the owners' names, the architects' names, the contractors names, and date of erection?

4. Question :- Will the Hononrable Colonial Secretary inform the Council-(1.) Whether the attention of the Government line been drawn to the account of the hearing of an assault case before the Police Magistrate on 5th instant; and (2.) Whether the Government proposes to take any action with reference to certain allegations in the evidence given in the said case, which bear upon the question of the integrity of a public servant?

5. Question :- Can the Police not take measures to prevent chair-coolies from deserting their chairs when most required on occasions such as the Coronation night, for instance? Are the chair-coolies allowed to leave their chairs lying unprotect don the public street? If not, can the Police not take the number of chairs so deserted and have the coolies belongog to such chairs punished by fine or the livensee punished by forfeiture of his licence? If the Police have no power to do this, will the Government not bring in an Ordinance giving the Police and power? Inview of the present great scarcity of chairs, will the Government not license a further large number of chairs either direct or through a contractor and continue to do so until the supply fully equals the demand? Can the Government not appoint stands for chairs and rickshas and instruct the Police to prevent the coolies from leaving the sands without sufficient reason? If polywill the Government farm out all the chairs and rickshas to a contractor who could deposit a sum of money as a guarantee for the good behaviour of the coulies? ORDERS OF THE DAY

1. First reading of a Bill entitled An Ordinance for the nationalisation of Leung Ngan Pan, alias Loung Wal Ching. H. F. JOHNSTON.

Acting Clerk of Councils. N.B.—A macting of the Finance Committee will be held immediately after the Council.

> POLICE COURT. Tnesday, 2nd Sept mber,

BEFORE MR. F. A. HAZELAND (POLICE MAGISTEATE ..

THE REWARD OF VANITY Wong Tak, a coolie with an eye to personal aggrandisement, stole a nice silk jusket from a Chinese seamstress living in Spring Street. and was sent to prison for seven days, will hard

labour. He bad a provio a conviction.

BEFORE MR J. H. KEMP (ACTING

POLICE MAGISTRATE).

OTHER THINYES. Yau Piu, another goolie with predatory preclivities, stole from a countryman money and clothing to the amount of 899, and was sentenced

to three months hard labour, For stealing \$10 worth of clothing from a Chinese widow residing at 116, Wanchai Road Sz. To Yut. also a coolis, received a sentence of

two months hard labour. DRUBE, AND DISORDERLY. William MoNailey, a Scotch engineer out of employment, was charged with being drack and disorderly in the hubble street and with refusing to pay his legal veh cle hire. He pleeded not

quilty, and and tout whitest area some A Chinese constable described low, the defendant mexacited the wekshappolic when he asked for his bire, and said that when he interfered in his ciliaid capacity, the delondant turned round and sarrick plum on the chest. With the assistance of doollor lakear he was conveyed to the station. In the Hadi was

The defends to white mids to remembered absolutely no bing shout the office was fined \$4 on both charges, subjective pay the ricksha-coolie 25 cents compensation, the amount of the fare.

THE SHAUKIWAN OUTRAGE

The coolie who was murderously attacked by some other coolies on the Bhankiwan Road on Sunday night was like yeary low state youterday, but conscious. He is not expected to recover. On Monday he identified three of his assistants, who have siready been brought up at the Police Court and remanded on a charge of cutting and wounding with intent to do prievous bodily harm-a charge that is likely to be altered to the capital one

LATEST ARBIVAL IN HONGKONG— THE SMITH PROMIER TYPEWA

M. LIEBERT, Representative of BRIAN-GER & GALINGER, exclusive Oriental Dealers for above Machine, will be at the Hangkong Hotel for one week with stock, and will be pleased to call on prospective purchasers to demonstrate the superiority of the latest Smith Premier over all other Machines.

Will be at Hotel between 12 and 2 p.m. Don't buy a Typewriter until you have seen the latest model SMITH PREMIER.

12834

[Continued.]

Hongkong General Chamber of Commerce, 23rd August, 1902.

Sin,-I beg to acknowledge receipt of your letter of the 31st ultimo replying to this Chamber's letter of the 4th idem, and trans mitting copy of memorandum and enclosures from Mr. Figg, the Acting Director of the Hongkong Observatory.

2. If the Chumber has in any way been misled with reference to the facts in the cases of the steamor Laisan and De Wille, the Committe desire to express their regret, but while accepting the statement of Mr. Figg in this regard, I am to point out that the letter in the Daily Press referred to was accepted by this Chamber as the expression of what had frequently been brought to its notice from various quarters of the dissatisfaction, rightly or wrongly entertained by mariners frequenting this port, with the storm warnings issued by the Hongkong Observatory.

3. Mr. Figg points to the fact that in 1897 this Chamber suggested and secured a return to the system of meteorological signals in use from January, 1864, to December, 1896, as a proof that they were satisfied with that system, whereas, as a matter of fact, they simply udvocated a rourn to that system as being simply and more readily understood by the hoating population than that in use at the time. While thankfully acknowledging that this system has been of much service, the Chamber never meant, as Mr. Firg seems to imply, that it was not susceptible of improvement and it was with the object of composing some measures of further improvement that the more recent representations of the Committee were mainly directed. This Chamber has now for many years, commencing in 1889, endoaronred to secure improvement in the system of storm warnings, the meteorological communications with other ports and the rapid dissemination of weather forecasts.

4. The Committee hall with much satisfaction the statement in paragraph 6 of your desputch, to the effect that His Excellency finds"that the system of issuing weather information is capable of improvement and has given directions by which it is hoped that the China const Meteorological Register issued by the Hongkong Observatory may be more quickly and widely distributed," and recognise the value of the change proposed, a step in the right direction which cannot fall to prove of material benefit to shipping.

5. They would, however, at the same time again respectfully urge upon the Government that even by the prompt issue of expresses there are occasions when such intelligence is too tardily distributed, too late to be of service to the maritime population, whereas, by a code of flag signals, departing vessels might be warned in time instead of being allowed to sail into dangers. Not only are the expresses not sufficiently widely distributed, but the mere delay in printing and circulation is often suffi cient to admit of ships leaving when they should continue in shelter.

6. The remarks of Mr. Figg on a flag signal code, to the effect that unless a very extensive and therefore impracticable code were adopted it could not give the information in a definite form, are noted, but it is within the knowledge of the Committee that such a code has for a number of years been in daily use in Shanghai, where it has given the greatest antisfaction to shipmasters frequenting the port. The Committee further venture to think that the Government will, on examination of the accompanying copy or tois code, together with the torms of building issued by the Sicawei Observatory, admit that the system adopted at that port of making general the various weather reports is in advance of that in force here, and which the Chamber is justifiably anxious to

see improved. The adoption of a flag signal service, which would be principally for the use of the foreign shipping in harbour, need not necessitate the abolition of the present dram, cone, and ball signals shown by H.M.S. Tamar for the benefit of native shipping and craft.

Certain improvements in the Sicawei code are now being effected and are expected to be published by the middle of September and to come into force on lst November next. The effect of these will be that without making any material change in the present indications more procise particulars can be given about storms. It may be worth mentioning that the code has been generally adopted by the German, Russian, and Uhinese Governments along the coast of

7. With regard to paragraphs 4 and 5 of your letter, the Committee respectfully submit that they never suggested that the Hongkoug Observatory should be made responsible for tue storm warnings of other institutions, but they cannot help feeling that the observations made at Sicawel must surely furnish more accurate data than can be supplied by a possibly untrained though doubtless intelligent observer at any of the coast stations, such as Gutslaff. Moreover, it seems to the Committee lementable that there should be a want of reciprocity between the Hongkong and other observatories. and they find it difficult to resist the conclusion that the absence of sympathetic and friendly relations with such an institution as the Sicawei Observatory is calculated to limit the usefulness of both institutions.

8. In conclusion, my Committee wish disclaim any wish to either suggest impracticable schemes or any desire to hamper the Director of the Observatory in making his forecasts; they are simply animated by the wish to secure the earliest and widest possible-dissemination of warnings of the approach of Horms, to the end that the disasters affect may be averted when possible.- I have the honour to be, Sir, Your most obedient servant. A. R. LOWE,

HON, COLONIAL SECRETARY.

Hongkong General Chamber of Commerce. 16th August, 1902. SIR,-I am directed to acknowledge receipt of your letter of 31st ultimo, enclosing report of the Acting Director of the Kowloon Observatory, on the subject of storm warnings issued in this Colony, and to state that the matter is now engaging the attention of the Committee of this Chamber, who will address

you again on this matter shortly. A letter, dated Swatow, 4th instant, from the masters of the steamers Haiching and Decimu, and supported by the masters of six other steamers, complaining of the inadequacy of the storm warnings issued in Hongkong, has been received by this Chamber.

The Committee are unable, of course, to wouch for the accuracy of the statements made in this letter, but, as the letter bears on the subject of the representations made in this Chamber's letter to you of 4th ultimo, and comes from practical men, my Committee deem it of sufficient importance to forward same on

to you at once. I, accordingly, have the honour to hand you a copy herewith, and my Committee wish to express the hope that you will cause the matter of the complaint made by the signatories to be

carefully investigated,-I have the honour to be, Sir, Your most obedient servant, A. R. LOWE. Secretary.

HON. COLONIAL SECRETARY.

Swatow, 4th August, 1902. SIR .- We, the undersigned, who have passed through the recent typhoon be ween Hongkong and Swatow, wish to bring to your notice in the strongest possible manner the inadequate and misleading system of storm warnings in the port of Hongkong. Relying on the weather forecast, and the absence of storm warnings we left Hongkong for Swatow at 7 p.m. on Friday, let Angust, and met the typhoon soon after

We, and I believe the great majority of shipmosters, think the shipping should have adequate notice of weather changes

The present system of forecasts is little better than a snare and a delusion. We are Sir, yours faithfully,

HANS-SCHLAIER, Master, Ger: str. Decima. A. C. HODGINS. Master, Brit. str. Haiching.

Supported by G. PARKINSON.

Master, Brit, str. Lacrtes. SPENCER WILDE. Master, Brit. str. Hangsang. W. PALMER-BAKER, Master, Brit. str. Taksang.

J. DEWUR, Master, Brit. str. Tungchow. F. HOPKINS. Master, Brit. str. Chunking. C. GOSLWITCH,

|Master, Ger. str. Dagmar. The SECRETARY, Chamber of Commerce, Hongkong.

> Colonial Secretary's Office, 26th August, 1901.

Sin.-I am directed to acknowledge the recoipt of your letter of the 16th inst., in which you enclosed copy of a letter, dated Swatow the 4th instant, from the masters of the s.s. Heiching and s.s. Decima and supported by the signatures of the masters of six other steamers, complaining of the inadequacy of the storm warnings in Hongkong, stating that the writers (apparently the musters of the s.s. Huicking and Decima, " relying on the weather forecast and the absence of storm warnings, left Hongkong for Swatow at 7 p.m. on Friday, the 1st of August, and met the typhoon soon after midnight."

2. In reply I am to transmit to you the accompanying copy of a report from the Acting Director of the Observatory, with its enclosures. comprising copies of the remarks attached to the usual China Coast Meteorological Register issued by Mr Figg on the 31st ultimo and 1st instant; of two Expresses containing special typhoon warnings issued on the same dates before moon, and of a letter from one of the writers of the letter enclose; in your letter under acknowledgment.

3. These documents prove conclusively that the captains of the s.s. Haiching and Decima left this port on the evening of the lat instant in spite of weather forecasts published not only in the ordinary way but in the form of typhcon warnings, which were more than ample to warn

them of the risk they ran. 4. I am to request that in justice to the Acting Director of the Observatory and to this Government you will give to this letter and its enclosures the same publicity that you have already given to the letter of the musicrs of the steamships Haicking and Decime. - I have the honour to be, Bir, Your obedient servant, F. H. MAY.

The SECRETARY, Chamber of Commerce.

COPY OF THE BEFORT BY THE ACTING

... Colonial Secretary.

DIEECTOR OF THE OBSERVATORY. HON. COLONIAL SECRETARY-With reference to the letter of the Chamber of Commorce dated the 16th instant and its enclosure. I attach the storm-warnings issued prior to the departure of the steamships Decima and

As the masters of these vessels admit receiving this information—it is incorporated as usual in the weather forecasts of July 31st and August 1st (see C.C.M.R. attached) it would appear that they left this port on let August for Swatow with full knowledge that a typhoon existed to the eastward and that it was likely to approach the southern entrance of the Formosa Channel about 18 hours after their

The accompanying letter from the captain of the Haiching throws some light on his dwn action and on that of the captain of the Decima. It would appear that the latter vessel was hove to off Chelang Point about midnight of the Ist and there quietly awaited the arrival of the centre of the typhoon, which must have passed over her about 15 hours later, say at 3.00 p.m.

The log of the Haiching, whose captain appears to me to have acted in a more seamanlike manner, shows that he put back to Bias Bay for shelter, that he experienced no more than a fresh breeze until 10 a.m. on the 2nd, and that the centre did not reach the neighbourhood of his ship until 7.35 p.m.

the same evening. I give these facts in contraven on of the statement in the letter that the typhoon was mot by them at midnight on August 1st. The fact is simply that both ships left this

port in spite of the forecasts issued and in the face of typhoon warnings separately published and widely distributed hours before their departure, and the risk they ran must have been well known to their respective captains.

20nd August, 1902.

EXTRACTS FROM CHINA COAST MATEOROLOGICAL BAGISTER.

On the 31st at 11.15 a.m. The baremeter is depression to the eastward of Luzon. barometer has risen over the S. coast of China, fallen in N.E. Japan, the northern depression having approached the northern islands. Moderate S.E. and E. winds on the China coast Forecast :- E, or variable winds, light; fair.

Acting Director. Hongkong Observatory, Thursday, 31st July, 1902.

On the lat at 11.50 a.m. The typhoon probably situated to the east of the Balingtang Channel. It appears to be moving towards north-nest. Wind probably freshening from north-east in the Formosa Channel. Barometer falling in S. China, rising over the Southern Phillipines. Pressure still low over the N. part of the Sea of Japan. Reports from N. China and Formosa not yet received. Forecast:-N. winds, moderate ; fair.

F. G. F109, Acting Director.

F. G. Figg.

F. G. Figo,

F. G. Frag.

Hongkong Chservatory, d riday, lat August, 19 2.

EXPRESS .- TYPHOON WARNING. Hongkong Observatory, 31st July, 11.15 a.m. The barometer is still falling over the Phillipines owing to the depression to the eastward of Luzon.

31st July, 1902.

EXPRESS .- TPTHOON WARNIEG. Hongkong Observatory, 1st August, 11.50a.ic. The typhcon is probably situated to the cast of the Balingtong Channel. It appears to be moving to wards north-west. Wind probably freshening from north-east in the Formous Channel.

F. G. Figo. 1st August, 1902.

PROM CAPTAIN A.C. HODGINS, S.S. "HAICHING," TO THE DIRECTOR, HONGKONG METEORO-LOGICAL STATION.

Swatow, 5th August, 1932, DEAR SIR,-In sending my log of the recent typhoon I would feel obliged if you would let me know if the conditions were not abnormal The extraordinary display of blinding lightning ever a bank of heavy clouds to the E. S. E. all night. The absence of swell from the centre.

The N. W. wind in the advancing semi-circle. Was the captain of the Decima wrong in heaving too off Chelung Point! How could | case no reason to adopt a different attitude he get the centre over him? Did this typhood | from that of England in regard to lekin, for in recurve to the W.S.W?

the wind from N.W. and that to heave to or in suspense the decision of America. So far run back was the proper thing to do, but the Americans have always been strongly although I ran to the W.N.W. 50min, and then opposed to the abolition of lekin. The American anchored in Fun-lo-Kong, I had the full force exports to China, which consist principally of of the typhoon. I would feel very much obliged petroleum, ticking, and the so-called "sheetif you would enlighten me and a number of ings," go almost exclusively to the north and my confreres. - Thanking you in anticipation, thence to Munchuria. In North China there Yours, &c., ...

SIAM AFTER THE NORTHERN TROUBLE.

The Bangkok Times says :- Politically the Shan rising has proved to be a small affair. The Musng Long miners depended more on dacoity than on mining for a living, and the administration of the district must have been very slack before they came to think they had a vested interest in carrying on both trades there. But though these people got support from the general body of the people have deserved well of China. They are to be in the North, their getting out of hand not only produced a big scare, but has served to thoroughly disorganise the season's work in the teak trade, and there seems no certainty when it will be possible for work to be resumed. The affair, however, should serve one good purpose. The whole of what the fact is recognised—a powerful drgument in merely that had the railway to the North been completed the enormous difficulties of transporting the troops and their impediments, would have assumed small proportions; a more important fact is that easy communication reduces to such an extent the difficulty of distant parts of the country. In the old days the outlying Monthons largely controlled themselves, and even in the case of such a rising

as that of the Shan miners, haste would not have been essential. Bangkok would simply have asserted itself in due course But to-day Siam is one in a way it did not use to be; and the central government is responsible for the whole administration, All officials cannot be expected to be ideal administrators; effective control is necessary, and for that the when everything is paid for out of current faster than the present programme allows of.

RUSSIA AND COREA.

The St. - Petersburg Novoe Vremya in its article towards the end of July on Russia and Corea says that Russia's loss of prestige in the latter country has been due to the increase of that of Great Britain and of Japan, who have in all respects been making rapid and continuous progress in that direction. The Novoe Vremya, in support of its statement, furnishes circumstantial explantions drawn from a series of recent occurrences. It attributes the present state of affairs, which it describes as deplorable, first and chiefly to the successive concessions which the Russian Government has been improdentenough to make at various times to the Curean and Japanese Governments as well in political and strategical questions as in financial matters.

The journal goes on to urge the Russian Government to endeavour now at least to regain lost time and to make good its mistakes by enhancing its prestige and by strengthening Russian authority in Corea, since nothing produces more dangerous results with Oriental nations than a lack of energy and firmess. With regard to the measures to be taken; the Novee Vremya particularly recommends the opening of a Russian bank at Chemulpo, the establishment of Russian Consulates in all the Corean ports, and an increased service with these ports of the steamers of the Manchurian Railway The establishment of Russian Consulates in Corea and of a branch of the Russo-Chinese Bank would enable Russis, the Novos Vremua contends, to come to the help of an element which would in the end completely oust the Japanese from the field of commerce and dustry, that is to say, the Chinese, whose activity in Cores is at present paralysed by the Japanese banks and steamship companies. Another useful way of maintaining Russian prestige in Cores would be to send Russian still falling over the Phillipines owing to the warships for frequent cruises along the Corean

One of the most striking passages in the article is where the Novoe Vremya observes that the principal danger for Russia consists in the eventuality of Great Britain and Japan establishing a naval and military station in the south of Corea, thus cutting off Vladivostock from Port Arthur. In order to counteract this danger Russia purchased a certain amounts of land at Masampo, but she subsequently signed the agreement of 1900 by which she gave up the intention of establishing a naval station at that port, Cores on her part binding herself neither to cede nor sell to any foreign Power any land round Masampo or on the island of Kargodo for the purpose of establishing naval stations. Cores, however, reserved to herself the right of leasing land there to foreign Powers for commercial purposes. Therefore, the journal goes on to say, if some English steamship company were to build docks or big factories in the south of Corea it would be very easy, at a given moment, to convert these places into a British naval station.

3.067 NEWSPAPERS RECOMMEND. MACNIVEN & CAMERON'S PENS. THE WAYERLEY Pan, for Easy Writing. THE FLYING SCOTCHEAN PEN, instead of a Quill THE FLYING I writes 200 words per dip.

THE CONTINENT AND THE COMMERCIAL TREATY.

Public opinion in Germany was slow to express itself upon the draft of the commercial treaty between England and China. The Berlin papers comments, for the most part, agree in regarding the treaty as the inauguration of a new epoch in the commerce of Europe with China.

The Vossische Zeitung says :- "There is nothing to prevent Germany from acceding to the Anglo-Chinese agreement; it is, indeed, desirable that she should soon declare her accession to it, for the abolition of lekin and the increase of import duti a presuppose an identical treatment of all peoples who take part in commerce with China. Germany has in any commercial matters the interests of both I must own I would think myself safe with Powers run on paralled lines. We may await are no lekin duties, and it is intelligible that A. C. Hodgins. America should not wish to pay higher import didies, as she cannot be compensated in the same manner as the other Powers.

The Kreuz Zeitung, in its weekly survey of foreign politics, says :- " If the system of lekin is to be discarded the result will be an effectual opening up of China to European trade, for there is no doubt that corresponding treaties with the other Powers are in prospect. It is to the credit of Sir James Mackay and the Chinese Commissioner Sheng that they have found the formula which makes an understanding possible. The attitude of the Yangtsze Viceroys has, of course, been consistent with the line taken by Shong. It is impossible not no to recognise that these enlightened Viceroya thanked for the localisation of the war, und, without doubt, it is in a large measure due to their counsels that the party of peace and

reform holds sway in Poking to-day." The National Zeitung thinks that, although British policy at the moment fairly represents European trade interests in China, other Powers will have a word to say when questions of detail arise. The National Liberal organ in has happened has supplied-and we think discussing Article 12, says:-"The English Government promises to relinquish its extrafavour of a forward railway, policy. It is not territorial rights when the reform of the Chiuese judicial system and the establishment of an effective administration shall warrant this step. This promise of British diplomacy is a cheap one, for a definite date for the submission of English subjects to Chinese jurisdiction is not fixed. The article, at any FREE OF CHARGE. effectively controlling the administration in rate, points to a tendency apparent in other ways in the Anglo-Japanes. Alliance, to endeavour to introduce into the Chinese Government a disposition friendly to this alliance, and to attract it towards the two allied island kingdoms."

In Paris the Figure published an article on the 30th July on the Anglo-Chinese Treaty. which, it says, proves that the officials of the Celestial Empire possess a more thorough comprehension of present necessities and more foresight with respect to the future than has been country needs to be more closely bound together generally thought. This treaty, the journal by railroads. The present railway programme further remarks, constitutes an undeniable is, no doubt, a very considerable undertaking success for British diplomacy, to which Europe will owe the recognition of her traditional revenue. But for work of that kind a loan is claims, "It is an honour," says the Figure, more than justified. The line to the North is "for Sir James Mackay to have succeeded where one that should be pushed on with considerably so many others had failed." The journal supports the two claures referring to missions and to exterritoriality, in which it is unwilling to see any secret agreement. "It will be enough," it says, " to be on our guard. As for Article 8, France has no cause for uneasiness, England being more interested than any other nation in the satisfactory settlement of the question of the suppression of the lekin."

The Debats, while scknowledging that most of the clauses of the Anglo-Chinese Treaty will be advantageous to all the Powers, demurs to the increase of the Customs duties as too dear a substitute for the lekin. It also suspects England, in holding out a prospect of the abolition of exterritoriality, of bidding for the gratitude of China and of organising the latter against Russia. The ultimate result; it thinks, would be "Asia for the Asiatics," which would be a kind of treason towards European interests, or, at any rate, very short-sighted. This, though a simple supposition, is considered plausible by the Debate, and would be tantamount to a kind of exclusive English guardianship, a new path in China's foreign relations, which time alone and

her gradual evolution could justify. RAILWAYS IN EGYPT.

Most of the railways in Egypt have been

built and are owned by the State, and in the Railway Magazine for August Mr. A. Valo gives some description of them. There is a story told of the old Caire-to-Suez line, first opened in 1859, which shows how easily its conductors used to take matters. On one occasion the engine to the mail train was found short of water in the middle of a run. Consequently it was uncoupled and sent to the next water-tank to have the tender filled, while the train was left alone on the road for an hour or two! Irregularities like these and accidents frequently occurred, which brought the line into discredit and in 1868, one year before the opening of the Suez Canal, it was at least temporarilyabandoned. The Alexandria line is now considered the crack line of Egypt. It is by far the most frequented line in the country as regards passenger as well as goods traffic, and the only one baring a double track from endto end. There are no fewer than eight trains daily each way between Cairo and Alexandria, hesides some local trains between country stations. Of these eight trains four are fas ones, doing the journey in three hours five minutes, giving an average running speed of forty-four miles an honr. The railway stations are small, the principal one at Alexandria-s place of 350,000 inhabitants-having but two platforms, one of which is very seldom used: The railway from Ismailia to Port Said is characterised by Mr. Vale as "a disgrace." The Suer Canal Company, to whom it belongs, officially call it a "steam tramway," which is a more appropriate name for it. The gauge of this toy railway-which was only built as recently as 1893—is but 75 centimetres (2ft. 5in.). The line has some thirty passenger coaches, and eight locomotives miniatore tender engines, with 4-coupled wheels about 4ft. diameter, and a leading pair of wheels or even bogie, and the trains cover the fifty miles from Ismailia to Port Said in about three hours, the load being sixty to seventy tons and the road perfectly level. Engines, carriages, rails, &c., are all of French make. The Upper Egypt Railway from Cniro to Assonan, near the First Cataract, is 500 miles in length. There are two regular through trains each day between Cairo and Luxor (420 miles), the distance being covered in about sixteen hours. A night train WAVERLEY WORKS, EDIMEURON does it in fourteen hours. During the winter KODAK

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Hongkong, 22nd July, 1902.

tourist season there is also a special "train de luxe," composed exclusively of dining sleeping cars, leaving Cairo at 6.30 p.m. daily for Luxor. Cairo Station, though the largest in Egypt and a handsome, stately building from ontside, has but three departure and arrival platforms, spanned by one roof,

THE SERVANT QUESTION.

The Philippines seem to be suffering in much servant difficulty. Here as there the Chinese establishment, holding the household in the office orderly at \$80 per annum. hollow of her hand. In considering the situs. tion in the Philippines, the Manila Times Government! declares for registration as a plan to put matters | on a more equitable footing and it cites instanc a of other places in the East which have found relief from their discomforts in this fashion. But the Times is mistaken when it includes Hongkong among those that have so found salvation. Much as Hongkon g would like it, and much as the community have expressed their desire for it, registration of servants is still unhappily unknown. The Commission recently appointed to enquire into and report upon the subject recommended registration of servants and cool es as a solution of the problem, but for some reason best known to itself the Government refused to sanction the proposal. And so the same unsatisfactory state of

affairs prevails to-day as that which is found to be so galling by residents in the Philippines. It is interesting to note that in Rangoon, the servant question having become such a burden, the Municipal Commissioners drafted a Bill on the subject and that it has lately become law.

Appended are some of its clauses :-(a) Rendering the registration of domestic servants compulsory, and prohibiting the employment as a domestic servant of any person who is not so registered. (b) Requiring employers and domestic servants to grasuch things as may be necessary or advice a for carrying out or rendering effective such registration. (c) Appointing and defining the powers and duties of Registrars and other officers for carrying out and rendering effective such registration. (d) Providing for the keeping, maintaining, inspection and production' ... registers and books in such manner and with ench particulars as may be necessary or advisable for carrying out or rendering effective such PER CASE OF 8 DOZEN. PINTS ... \$16. registration. (c) Providing penalties not exceeding a fine of Rs. 250 and imprisonment either simple or rigorous for the breach of any of such rules, and (f) Generally for rendering such registration effective and complete. In such rules the words domestic servants shall mean and include servants of all descriptions usually employed in or about the house. kitchen, stables and garden of an employer.

In Colombo. Caylon, where compulsory registration has been in successful operation for some time, the cost in connection with it amounts to about only \$60 gold per month. The number of servants registered in Colombo, from January 1872 to the end of December 1901 was 33.760. The number of new registrations last year was 1,203. There is no difference made whether the employer of a domestic servant is an European or a native. The the same way as Hongkong does from the jestablishment, which is immediately under the control of the Superintendent of Police, servant is as much the master of the situation | consists of 1 registrar at \$385 gold per annum, as Mary Ann the housemaid or Mrs. Betsy the 1 female clerk at \$8) gold per annum, 2 malecook is mistress of an English domestic clerks at \$60 each, I male clerk at \$55 and I

Here is an object lesson for the Hongkong

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Care of Daily Press Office. Hongkong, 3rd September, 1902. NOTICE.

THE Undersigned bags to notify that the Title Deeds of the Houses known as No. 5. Gough Street, and No. 2, Kau-n Fong. and situated on Inland Lot No 8, Section 25; Victoria, Hongkong, were carried away by robbers in Kam Kai Villago, of San-ui district, in the province of Kwangtung, on the 31st Angust, 1902. The said Title Deeds shall be held null and void, and application for a duplicate of the same has been made. CHAN NG SHI.

Hongkoug, 3rd September, 1902. PUBLIC AUCTION.

I'I'IIE Undersigned have received instructions L to Sell by Public Auction, FOR ACCOUNT OF THE ONCERNED,

SATUEDAY. the 6th SEPTEMBER, 1902, at Noon, at No. 15, D'Aguilar Street, A QUANTITY OF PROVISIONS In Assorted Liota-

On view from Thursday, the 4th September. TERMS: - Cash on delivery. GEO. P. LAMMERT,

Hongkong, 3rd September, 1902. PUBLIC AUCTION.

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SATURDAY, the 6th SEPTEMBER, at 2.30 P.M., at their SALES ROOMS, 20, Des Voux Road, ONE HUNDRED PAIRS ENGLISH and AMERICAN BROWN and BLACK BOOTS and SHOES and SUNDRIES. TERMS:-- As usual.

HUGHES & HOUGH. Auctioneers. Hongkong, 3rd September, 1902.

FOR NAGASAKI & VLADIVOSTOCK. THE Steamship

"SA'VOIA," Captain Rebbelmund, will be despatched for the above ports on FRIDAY, the 5th inst., at 5 P.M. instead of as previously notified. This Steamer has superior accommodation for

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Hongkong Office. Hengkong, 2nd September, 1902.

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"JASON are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld.; in both cases it will lie at Consignees' risk. The Cargo will be

ready for delivery from Craft or Godown on and after the 3rd justant. Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 9th will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 9th inst.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents. Hengkong, 2nd September, 1902.

NOTICES OF FIRMS

Brown, Jones & Co., Undertakers and Monumental Masons, &c.

URING my absence from the Colony and until further notice, Mr. H. W. S. EDMUNDS will manage the business of BROWN, JONES & Co. and sign the firm name. WM. E. VAN EPS.

Proprietor. Hongkong, 1st September, 1902. NOTICE.

HONGKONG PLANTATION COMPANY,

BROWN, JONES & CO.

TATHILE managing the business BROWN, JONES & Co., as above, I am, at same time, continuing to act; as General Manager of the Hongkong PLANTATION COMPANY. H. W. S. EDMUNDS.

Hongkong, 1st September, 1902. · NOTICE:

TATE have This Day authorised Mr. L. M. H. BOISSEREE to SIGN our Firm at Hongkong and Canton PER PROCURATION. LUTGENS, EINSTMANN & CO. Hongkong. 1st Feptember, 1902. - [2330]

THE VICTORIA DISPENSARY. TOTICE IS HEREBY GIVEN that Mr. EDWARD LANGLEY has ceased to be connected with our business. Mr. SOUTHEE KENT has been appointed OUT REPRESENTATIVE FOR THE HARBOUR AND SHIPPING BUSINESS, and all orders committed to his charge will receive immediate

attention. THE VICTORIA DISPENSARY, J. R. CAPELL. Manager. Hongkong, 5th August, 1902.

AUCTIONS

PUBLIC AUCTION.

HE Undersigned have received instructions from the BASE MED. CAL STORE DEPOT G. F. to Sell by Public Auction.

TO-DAY (WEDNESDAY), the 3rd SEPTEMBES, at 230 P.M., at their SALES ROOMS, 20, Des Voeux Road, A QUANTITY OF MEDICAL AND SURGICAL STORES.

TERMS :- As usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 1st September, 1902. PUBLIC AUCTION.

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Hongkong, 2nd June, 1902. CIEN TING.

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TERMS VERY MODERATE. Consultation Free. Hangkong, 23rd September, 1891. CHADWICK KEW

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to the French Consulates in the Far East. P. THOME. Commissaire-Général de l' Exposition

de Hanci. Hongkong, 1st July, 1902. THE MUTUAL STORES.

TT IS HEREBY NOTIFIED that on and after 1st SEPTEMBER, the Price of our FRESH AUSTRALIAN CREAMERY BUTTER

will be raised from 80 cents to 85 cents per lb., en account of the Australian price having been increased and also on account of the unfavourable rate of exchange. THE MUTUAL STORES. Hongkong, 30th August, 1902.

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Entrance will close on the 4th instant. at. 6 P.M. FRANK W. WHITE Hon. Secretary.

Hongkong, 1st September, 1902. THE HONGKONG CLUB.

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C. H. GRACE, Secretary.

Hongkong, 1st September, 1902.

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NOTICE IS HEREBY GIVEN that all Claims for damage to Cargo, and for Cargo short received, must be submitted to the Adjuster MR. F. S. FULCHER (of the China Traders' Insurance Co.). Hongkong, on or before the 15th September next, after which date no Claims will be recognized. JARDINE, MATHEBON & CO.,

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TARO HODSUMI Manager. Hongkong, 1st September, 1902. LIONGKONG & BHANGHAI BANK. ING COEPORATION.

RESERVE FUND-STEELING RESERVE ... \$10,000,000_ SILVER RESERVE ... 4,750,000

RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS. Hon. E. SHEWAN-Chairman. A. HAUPT, Esq. - Deputy Chairman. Hon. C. W. Dickson. H. Schubart, £sq. N. A. Siebs, Esq. E. Goetz, Esq. G. H. Medhurst, Esq. H. W. Slade, Esq.

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For the Hongkong and Shanghai BANKING COBPORATION. J. R. M. SMITH. Chief Manager. Hongkong, lat May, 1902. MPERIAL BANK OF CHINA

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m B ne E. W. BUTTER, Manager, Hongkorg, let January, 1901, 1901

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HEAD OFFICE .- TAIRER, FORMOSA.

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Width of Entrance on Bettorn pun 53 ug

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A I Code. Lieber's Standard Code. TELEPHONE, 232. Hongkong, 21st June 1901.

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A. S. ANTON. Acting Clerk of Course. Hougkong, 25th August, 1802.

HUNGKUNG JOCKEY CLUB. PROGRAMME FOR THE 1903 MEETING.

FIRST DAY 1. Wong Nel Chang Stakes, Five Furlouge, Hongkong Waters Valley Stakes 4 Mile. Chin Griffins. Water Griffins. 3. Maiden Stakes. 4 Miles 4. Victoria Stakes () . Ville, China Ponies.

5. Feechow Cup. 2-mile post once round and in, Open Walers Dorbys One and a half Miles, Waler Griffins. . Lustano Cup. On Mile China Griffins. .8. Club Cup, One and a half Miles, China

9. Encouragement Stakes, One Mile, Waler

10. Chinese Club Cup, Once round, China in Griffing windred bak article

BECOND DAY . Flynwar Stakes, Seven Furlongs, Waler

2. Exchange Plate, 4 Mile, Chips Ponier 3. Professional Cup. One and a half Miles, Open Walers. 4. German Cup, One Mile and a querter, China Griffina

Garrison Cup; One Mile, Waler Griffins. 6. Jookey Cup. One Mile. China Griffine. 7. Great Southern Stakes, 2 mile pest once round and in China Ponies.

. Navy Cup. One and a quarter Mile, Hongkong Walers. Hongkong Stakes, One Mile and a half,

China Griffine, pulation the 110. Tai Yeul: Fong Cup: Once round, China Ponies.

THE D DAY. . Spring Stakes, 2 with post ones roun and in. China (leifins) 2. Grand stand Stakes One Mile and a

quarter. Waler Griffins 3. Challenge Cup. One Mile and three quarters,

Ladies Purse, One Mile, Hongkong Walers Blake Challenge Cup. One Mile, China

The Parsee Cup. One Mile. China Ponies. Phaeton Stakes, 1 Mile. Waler Griffins. 8. Champions, One Mile and a quarter,

China Ponies. 9. Waler Champions, One Mile and a quarter, | tains every year more pages. Open Walers.

10. Nil Desperandum Stakes, & Mile, Chius. WEIGHT per inches as per Hongkong

Jockey Club Standard. Subject to penaltie for winners and allowances for Non-Winner and Griffins as may be determined by th Stewards hereafter. "HONGKONG WALERS" means all

Walers imported into Hongkeng in any year as "Subscriptions" or " Derby Griffins. WALER GRIFFINS "means all Walers imported into Hongkong in 1902 as " Subscription Griffins."

"OPEN WALERS" means all Walers imported into Hongkong in any year as " Subscription " or " Derby Griffins"; Walers not exceeding 15 hands 1 inch first raced in Shanghai se "Subscription Grillins," and all Walers imported into liong kong before August let, 1901, not exceeding 15 bands 1 inch in

"CHINA GRIFFINS" means all China Ponies imported into Hongkong in 1902 as "Subscription Griffins." "CHINA FONIES" means all China

height. By Order of the Stewards, A. S. ANTON. Acting Clark of the Course. Hongkong, 23rd August, 1902.

PUBLIC COMPANIES

THE PUNJOM MINING COMPANY, LIMITED.

NTOTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of the above named Company held on the 18th day of August, 1902, it was resolved that the following Ordinary Shares of the said Company, the distinguishing Numbers of which are hereunder written, he, and they were duly FORFEITED in Accordance with Article No. 28 of the Articles of Association of the

said Company. Notice of the liability to FORFEITURE of these SHARES appeared in the Hongkong Local Newspapers from the 8th day of July to slowly, as though with some unwillingness. the 25th day of July, 1902.

NUMBERS OF FORFEITED SHARES. 12273/12297 2559/2583 4233/4234 19084/19283 21433/21447 12697/1270625849/25948 35592/35691 22100/22121 38269/38272 38154/38163 36142/36166 55391/55490 55291/5534049368/40392 57502/57526

W. KERFOOT HUGHES, Acting Secretary. Hongkong, 20th August, 1902.

CAMPBELL, MOORE & COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

FITHE SIXTEENTH ORDINAR ANNUAL MEETING of SHARE-HOLDERS in the above Company will be held in the COMPANY'S OFFICE, No. 29. Queen's Road Central, at 4 P.M., on TUES-DAY, the 9th SEPTEMBER, 1912, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1901.

The TRANSFER BCOKS of the Company will be CLOSED from the 26th August to the 9th September, both days inclusive, By Order of the Board of Directors:

Secretary. Pangkong, 22nd August, 1902. THE HONGKONG COTTON SPINNING. WEAVING AND DYEING COMPANY,

LIMITED.

M. A. A. SOUZA,

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING | vague warnings regarding her. of SHAREHOLDERS of the above Company will be held in the OFFICES of the GENERAL MANAGERS, on MONDAY, the 15th SEPTEMBER, at 11.30 A.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 15th proximo, both days inclusive.

JARDINE, MATHESON & CO.,~ General Managers. Horgkong, 30th August, 1902.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

FITHE CERTIFICATE No. 302, dated 22nd September 1883, of the Five Shares Nos. 8986/8990 in this Company, standing in the name of MR. TANG A LOK. of Hongkong. has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged. Dated 25th August, 1902.

GÉO, L. TOMLIN,

PORTLAND CEMEN' J. B. WHITE & BROS.

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AND HONG LIST FOR THE FAB EAST 1902.

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LESSONS IN FRENCH.

even be that Sir Bernard had had a hand in the TEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady

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AB A BRITISH CROWN COLONY, BEING AN

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Royal Svo. 48 pages. Price S1, Cash. The Booksellers of Daily Press Office. Hongkong, 27th January 1891.

[PUBLISHED BY SPECIAL ARRANGEMENT.]

THE SEVEN SECRETS,

WILLIAM LE QUEUX (Author of "Purple and Fine Linen," "Whose Findeth a Wife," " The Court of Honour,"

"If Sinners Entice Thea," &c., &c.). COPYRIGHT.

MY LOVE. As soon as Ambler Jerons had slipped out through my little study my love came forward

CHAPTER XIII.

mourning, wearing a smartly-cut tailor-made dress trimmed with astrachan and a neat toque, her pale countenance covered with a thick spotted veil. "Ralph." she exclaimed in a low voice,

to see you."

afraid, and led her to the big armchair which times transferable. It is so pleasant to us friend.

glow of health, were white, almost ghastly, and her slim, well-gloved hand, resting upon the chair arm, trembled perceptibly.

"You have not come to me for two whole days, Ralph," she commenced in a tone of complaint. "Surely you do not intend to desert me in those hours of distress ?"

remembering Jevons' advice. "But the fact of all the responsibilities of her married life, uffair, and, in addition, I've had several serious | the tragedy, but its motive was hidden in cases during the past few days. Sir Bernard has been unwell, and I've been compelled to look after his practice."

which instantly struck me as strange. It was propensity of their youthful minds to invest as though she held, him in abhorrence. "Do you know, Ralph, I hate to think of you in fatal error committed by the majority of women. association with that man,"

that same moment the thought flashed through my mind how often Sir Bernard had given me They were evidently bitter enemies.

replied, her brows slightly knit. "I merely give it as my opinion that you should no longer woman's highest virtue and noblest distinction remain in association with him." "But surely you are alone in that opinion!

said. "He bears the highest character, and is certainly one of the best physicians in London. His practice is perhaps the most valuable of any medical man at the present moment." "I don't deny that," she said, her gloved fingers twitching nervously. "A man may be

a king, and at the same time a knave." I smiled. It was apparent that her intention was to separate me from the man to whom . owed nearly all, if not quite all my success. And why? Because he knew of her past, and she feared that he might, in a moment of confidence, betray all to me.

marked. "Cannot you give me some reason for your desire that my friendship with him No. If I did you would accuse me of selfish motives," she said, fixing her dark eyes

of her crime. At that moment she was seeking, by indigenious means, to concest the truth regarding the past. She feared that my intimate friendship with the great physician might result in her unmasking.

" I can't see that celtish motives enter into this affair at all." I remarked. "Whatever you tell me. Ethelwynn, is I know for my own benefit. Therefore you should at least be explicit." " I can't be more explicit."

" Why not?" without being absolutely certain of the facts." "I don't quite follow you," I said, rather

"I mean that at present the information have is vague," she replied. "But if it is the truth, as I expect to establish it, then you must dissociate yourself from him, Ralph.": 2

" You have only suspicious?" "Only suspicions."

"Of what ?" "Of a fact which will some day astound you." of jutense earnestness that caused me to wonder. To what could she possibly be referring?

"You certainly arouse my curiosity." I said. affecting to laugh. "Do you really think Sir Bernard such a very dreadful person, then P "Ah! You do not take my words seriously she remarked. "I am warning you, Ralph, for your own benefit. It is a pity you do not head

"I do beed you," I declared. "Only your statement is as strange that it appears almost

a the trutb. "What do you say?" "I say that Sir Bernard Eyton, the man whom you place every confidence, and whose example as a great man in his profession you

are so studiously following, is not your friend." "Nor yours, I suppose." "No, neither is he mine." This admission was at least the truth. I had was that point which so sorely puzzled me. hnown it long ago. But what had been the cause of difference between them was hidden in | denly extinguished?" I asked, for want of and Plans, pp. 1.574, \$9.00. Directory only deepest mystery. Sir Bernard, as old Mr. something other to say. Courtenay's most intimate friend, knew in all probability of his engagement to her and of its | why, but I have a distinct distrust of the future. rupture is favour of her sister Mary. It might

> well account for her violent hostility towards Such thoughts, with others, flashed through my mind as I sat there facing her. She was leaning back, ber hands fallen idly upon her lap. peering straight at me through that spotted veil which, half-concealing her wondrous

breaking of the engagement. If so, that would

beauty, imparted to her an additional air of mystery. "You have quarrelled with Sir Bernard, I eyes cast down despondently. "Forget that 119-1] presume ?" I hazarded.

"Quarrelled!" she echoad. "We were never Truly she possessed all a clever woman's presence of mind in the evasion of a leading

question.

"He was an acquaintance of yours?" "An acquaintance—yes. But I have always distrusted him." "Mary likes him, I be'ieve," I remarked. Jewellery, Curios, Cutlery, Electro-Plate, and "He was poor Courtenay's most intimate friend

for many years." "She judges him from that standpoint slone. Any of her husband's friends were hers, and she was fully cognisant of Sir Bernard's uncessing attention to the sufferer."

"If that is so It is rather a pity that he was

recently so neglectful," I said, know, Ralph-I know the reason of it all," full al. al can't explain to you, because it is not just that I should expose my sister's secret. But I know the truth which, when revealed, will make it clear to the world that her apparent neglect was not culpable. She bad a motive."

"A motive in going to town of an evening and enjoying herself!" I exclaimed. "Of course, the motive was to obtain relaxation. When a man is more than twice the age of his wife, the latter is apt to chafe beneath the golden fetter. It's the same everywhere-in Mayfeir as in Mile End; in Suburbia as in a rural village. Difference of age is difference of temperament; and difference of tempera-She was dressed, as at the inquest, in deep | ment opens a breach which only a lover can fill." She was silent-her eyes cast down. She saw that the attempt to vindicate her sister had, as before, utterly and ignominiously failed.

"Yes, Ralph, you are right," she admitted at last. "Judged from a philosophic standpoint forgive me for calling upon you at this hour. In wife ought, not to be more than ten years I know it's indiscreet, but I am very anxious her husband's junior. Love which arises out of mere weakness is as easily fixed upon one I returned her greeting, rather coldly I am object as another; and consequently is at all had only a moment before been vacated by my women to be admired and so soothing to be loved that the grand trial of constancy to a When she seated herself and faced me I saw young woman married to an elderly man is not how changed she was, even though she did not to add one more conquest to her triumphs, but lift her veil. Her dark eyes seemed haggard to earn the respect and esteem of the man who and sunken, her cheeks, usually pink with the is ber husband. And it is difficult. Of that I

am convinced. There was for the first time a true ring of enruestness in her voice, and I saw by her manner that her heart was overburdened by the sorrow that had fallen upon her errant sister. He character was a complex one which I had failed always to analyse, and it seemed just then "I must apologise," I responded quickly, as though her endeavour was to free her sister is I myself have been very upset over the sad | She had made the effort once before prior to obscurity.

"Women are often very foolish," she went on half-apologetically. "Having chosen their lover "Sir Bernard!" she ejaculated, in a tone for his suitability they usually allow the natural him with every ideal of excellence. That is a We ought to be satisfied with him as he is, rather

"Why !" I asked, much surprised, while at | than imagine him what never can be." "Yes." I said, smiling at her philosophy "It would certainly save them a world of disoppointment in after life. It has always struck ing that the extravagant investiture of fancy "I have no intention to give my reasons," she does not belong as is commonly supposed, to the meek, true and abiding attachment which it is to feel. I strongly suspect it is vanity, and not affection which leads a woman to believe her lover perfect; because it enhances her

triumph to be the choice of such a man." "Ah! I'm glad that we agree, Ralph," she said with a sigh and an air of deep seriousness. "The part of the true-hearted woman is to be satisfied with her lover such as he is, old or young, and to consider him, with all his faults, as sufficiently perfect for her. No after development of character can then shake her faith, no ridicule or exposure can weaken her tenderness for a single moment; while on the other hand, she who has blindly believed her lover to be without a fault, must ever be in "Vague bints are always irritating." I re- danger of awaking to the conviction that her love exists no longer."

"As in your own case," I added, in an endeavour to obtain from her the reason of this ourious discourse.

"My own case!" she echoed. "No, Ralph. I have never believed you to be a perfect Could a woman with such a Madonna-like ideal. I have loved you because I knew that countenance-be-netually guilty of murder? It you loved me. Our tastes are in common, seemed incredible. And yet her manner was our admiration for each other is mutual, and that of a woman haunted by the terrible secret | our affection strong and ever-increasing—until And faltering, she stopped abruptly, without

concluding her sentence. "Until what? "-I saked, Tears sprang to ber eyes. One drop rolled down bor white cheek until it reached her veil. and stood there sparkling beneath the light. You know well," she said hoarsely. "Until. the tragedy. From that moment, Ralph, you changed. You are not the same to me as for-

merly. I feel-I feel," she confessed, covering "Because I have no right to utter a libel her face with her hands and sobbing bitterly, "I feel that I have lost you." "Lost m-! I don't understand," I said, feiguing not to comprehend her. "I feel as though you no longer held me in

esteem." she faltered through her tears. " Some-

me has vanished, never to return! With a sudden movement she raised her veil. and I saw how white and anxious was her fair countenance. I could not bring myself to believe that such a perfect face could conceal a Our eyes met again; and I saw in hers a look | heart & hered by the crime of murder. But, alse, all we men are weak where a pretty woman is conterned. After all, it is feminine wiles and feminine graces that rule the world. Man is but a poor mortal at best, easily moved to sympathy by a woman's tears, and as easily misled by the touch of a soft hand or a passionate caress upon the lips. Diplomacy is inborn in woman, and although every woman is not an adventuress, yet one and all are clever actresses

when the game of love is being played. The thought of that letter I had read and destroyed again recurred to me. Yes, she had "Incredible it may seem, but one day ere long | concealed her secret—the secret of her attempt you will be convinced that what I say to night to marry Courtenay for his money. And yet if, as seemed so apparent, she had, nursed her hatred, was it not but natural that she should assume a hostile attitude towards her sister the woman who had eclipsed her in the old man's affectious? Nevertheless, on the contrary she was always apologetic where Mary was concerned, and had always sought to concest her shortcomings and domestic intelicity. It

"Why should my love for you become sud-

"I don't know," she faltered. "I cannot tell 30 feeling that we are drifting apart. She spoke the truth. A woman in love is quick of perception, and no feigned affection on the man's part can ever blind her.

I saw that she read my heart like an open book, and at once strove to reassure ber, trying to bring myself to believe that I had misjudged her. "No, no, dearest," I said, rising with a hollow pretence of caressing her tears away. You are nervous, and upset by the tragedy. Try and forget it all."

"Forget!" she echoed in a hard voice, her night! Ab, no, I can never forget it never!" (To be continued.)

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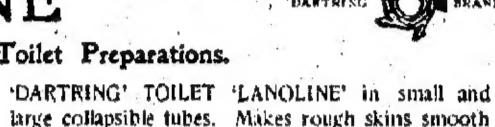
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'DARTRING' LANOLINE

Natural Toilet Preparations.



and protects delicate complexions from the effects " of wind and sun." 'DARTRING' 'L'ANOLINE' TOILET SOAP is unequalled for cleansing and keeping the skin supple.

It never irritates. Wholesale: 67, Holborn Viaduct, E.C.

[2392-

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IMPORTED EGYPTIAN CIGARETTES.

THE RECOGNISED LEADING CIGARETTE. MADE IN CAIRO.

SEE THAT ALL PACKETS BEAR THE EGYPTIAN GOVERNMENT STAMP THE ONLY GUARANTEE OF ORIGIN.

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HONG KONG. HOUSES WANTED TO RENT-

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Deans in Kowloon. Apply to-MESS PRESIDENT, 33rd Burma Infantry, Queen's Hotel.

Kowloon, 21st August, 1902. WANTED.

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Care of Daily Press Office. Hongkong, 3' th August, 1902. BRITISH NORTH BORNEO.

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A NEXPERIENCED FOREMAN for a Government Timber Mill. Must be theroughly acquainted with the erection and management of Timber-outting Machinery. Ferward copies of recent testimonials and state

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THE HONGKONG STUDIO. PHOTOGRAPHER, CRAYON POR-TRAIT PAINTER, Etc.

HOTOGRAPHY in all its Branches. thingstells me. Ralph, that—that your love for Groups and Interiors a Speciality. Large Selection of Views TOP STORIES. 41 & 43. QUEEN'S ROAD CENTRAL, Hougkong Hongkong, 22nd April, 1902.

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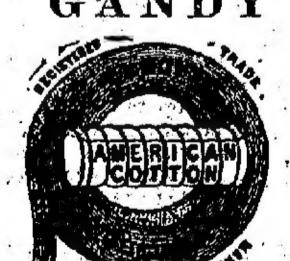
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This Beer is browed of best Saazer Hops and finest Barley Mait only, and warranted not to

The Beer is sterilised after being bottled, and

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Sole Agents.

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CLASS AERATED WATERS THE very best obtainable. As prepared in MANCHESTER. Don't fail to try these NEW and DELICIOUS AERATED DRINKS. EXCELLENT and CHEAP Kola Champagne, Cherryade, Orangeade, Champagne Cider, Lemon House, Superb Ginger Ale, Tonic Champagne, Vanilla Water, Brown Tonic, &c., &c., &c., Please address THE ROYAL AERATED WATER'S MANUFACTORY, WORKS; WEST POINT: Or, F. P. DANENBERG. Tele-

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OREGON LUMBER.

Mongkong, 14th February, 1901; RUINAICI I DEE & FILS, ICEIMS Established 1719, CHAMPAGNE GROWERS AND

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KATSUNO COAL MINES, Will undertake the loading and discharging of Coul to and from steamers in Hongkong. Nos. 15 & 17. LEE YUNE STREET WEST.

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Boats and Coolies are always ready. Hongkong, 18th August, 1902.

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To ancertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked nearest Hongkong k, midway between Hongkong and Kowloon w, and those versels berthed at the Kowloon Wharf k.w., together with the number denoting the section. BECTIONS.

I. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yucd. 4. From Naval Yard to East Point

8-	DESTINATION	VRESEL S NAME	rlag & Rig	REATH	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATCRED
		Assessment	Brit. str.			BUTTERFIELD & SWIRE	Today.
	LONDON	PARRAMATTA	Brit. str			P. & O. S. N. Co	
	LOS I-ON. &C., VIA PORTS-OF CALL	DAEDANUS	Brit, str			BUTTERFIELD & SWIRE	On 16th inst.
	LONDON	DIOMED	Brit. str			BUTTERFIELD & SWIRE	On 30th inst.
	LONDON	_	Brit. str			BUTTERFIELD & SWIRE	On 14th October.
	LIVERPOOL DIRECT	Рунцииз	Brit. str	4 -		BUTTERFIELD & SWIRE	
	MARSEILIES & LONDON	- Y	Brit. str. 1		E. P. Martin, R.N.R.	P. & O. S. N. Co	On 5th iast, at Noon.
	MADUCITARS LONDON & ANTWERPY, S'PORE, &C.	SANUKI MARU	Jap. str			NIPPON YUSEN KAISHA	
	TEATISTELL TES AN VIA PORTS OF CALLISIAN	TONKIN	Fren. str			MESSAGERIES MARITIMES	
	ACCUSE IT.T.E.S. LONDON & ANTWERP, V. S. PORE, NO.	HAKATA MARU	Jab. str.	4		NIPPON YUSEN KAISKA	
	GENOA: LONDON & ANTWERP	R NAL ER	Brid.str			GIBB, LIVINGSTON & CO.	
5 4	BREMEN. VIA PORTS OF CALL	KONIG ALBERT	Ger. etr	2 m.		МЕССИВЕЯ & Со.	
	HAVEE & HAMBURG	KONIGEBERG	Ger. str	2 21.		HAMBURG-AMERIKA LINIE	One 12th inst.
	HAVRE & HAMBURG V	HAMBERG	Ger. etr.			HAMHURG-AMERIKA LINIE	On 24th inst.
	TIATER & HAMBURG	FEEIBURO	Gerrstr			HAMBURG-AMERIKA LINIE	On 8th October.
	HAVEE & HAMBURG	SILVIA	Ger. str.			HAMBURO-AMERIKA LINIE	
	HAVRE & AMBURG	SAXONIA	Brit. str			HAMBURG-AMERIKA LINIE	
	TRIESTE, &c., VIA SINGAPORE, &c.,	KIPPON	Ans. str	(D	Klausberger	SANDER, WIELER & Co.	
,	WELV. YORK VIA PORTS & SUEZ CANAL	HEATHBURN	Brit. str.	2 m.		Dodwell & Co., Limited	On or about 11th just.
	NEW YORK VIA BUEZ GANAL	GLENROY	Brit. str;	-		McGregor Bros. & Gow	
	NEW YORK YIA SULZ CANAL	AFTON	Brit. str			SHEWAN, Tomes & Co.	On 20th inst.
. ,	NEW YORK VIA SUEZ CANAL	INDRANI	Brit, str;	-			On 30th inst.
	VANCOUVER. VIA SHANGHAI, &c.	TARTAR	Brit, str:			CANADIAN PACIFIC R. Co	
P.	CANCOUVER, YIA SHANGHAL &c	EMPRESS OF JAPAN		2 m.	C. Weight	CANADIAN PACIFIC R. Co.	On 24th inst., at Noon. On 12th inst.
	TORIA (B.C.) & TACOMA VIA JAPAN	HYADES	Brit. str '	4 7i L.	S T C Domain	NIPPON YUSEN KAISHA	On 8th inst., at 4 P.M.
, ,	VICTORIA (B.C.) & SEATTLE VIA FHANGHAL, &C	LYO MARU	Jap. str		F T. Dwng	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
	VICTORIA (B.C.) & SEATTLE VIA SHANGHAL &C	KINGHIU MARU	Jap, str Brit, str :			BUTTERFIELD & SWIRE	About 2nd October.
	VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &C	TITSON	Brit, str.			PORTLAND & ASIATIC S.S. Co	On 13th inst.
	PORTLAND, OREGON	1 NDBASAMAA	Brit, str.			GIBB, LIVINGSTON & Co	To-morrow, at 4 P.M.
	AUSTRALIAN PORTS	Cursassi	Brit. str.	2 m.	§ .	BUTTERFIELD & SWIRE	On 13th inst., at Noon.
*	AUSTRALIAN PORTS	41. FRENITET.				P. & O. S. N. Co.	
	YOKOHAMA, VASHANGHAL, MOSI & RODE	HIDOGRIMA MARI	Jap. str.	,	T. Murai	NIPPON YUBEN KAISHA	On 9th inst. at Noon.
•	MOJI. KOBE & YOKOHAMA	CHIRACH	Brit. str	9-75		BUTTERFIELD & SWIRE	On 6th inst.
	KOBE & YOKOHAMA	INARA MARII	Jap. str.	- 11		NIPPON YUSEN KAISHA	
	KOBE & YOKOHAMA	IDZUMI MARU	Jan. str	_		NIPPON YUSEN KAISHA	
	The trial Date of the contract	HITACHI MARU		-		NIPPON YUSEN KAISHA	
	KOBE & YOKOHAMA NAGASAK & VLADIVOSTOCK	SAVOIA		2 m.		HAMBURG-AMERIKA LINJE	
	PORT ARTRUR & VLADIVOSTOCK	MANCHURIA			Prahl	MELCHERS & Co	Quick despatch.
	TIENTSIN	Kweiyanol.	Brit, str 1	2 44			Un 8th inst.
	SHANGHAL& CHINKLANG	TAIWAN	Brit. str !	_		BUTTERFIELD & SWIRE	On 5th inst.
	SHANGHAI, NAGASAKI, HIOGO& YOKOHAMA	PRINZ R. LU TPOLD	tier. str	•	Oesselmann	MELCHERS & Co	Quick despatch.
	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	OCEAN EN	Fren. str	→ .	Remes	MESSAGERIES MARITIMES	On or about 6th last.
	SHANGHAI	VALETTA	Brit. str:	-	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
	TO A THICK THE STREET COMMAND ASSOCIATION OF A SMILL TO SERVICE OF THE STREET COMMAND ASSOCIATION OF THE STR	DAIGI BLAKU	uap. not.	1 m.		OSAKA SHOSEN KAISHA	
-	ANDING THE SWAPOW & AMILY	MAIDZURU MAKU	Jap. str	1 24.	T. Saito	OSAKA SHOSEN KA SHA	To-day.
	TOOCHOW VI SWATOW & AMOY	ANPING MARU	Jap. str	l ai.		OBAKA SHOBEN KAISHA	
	MANILO	YUENSANG	nrib acc	· -	P. H. Rolfe	JAEDINE, MATHESON & Co	On 5th inst., at 430 P.M.
9	MANELA	DIAMANTE	Direc der		R. Rodger R. &.	SHEWAN, TOMES & Co.	On 8th Inst., at 4 P.M.
	MANTLA	ROSETTA MARU	Mar 4 .	2 %		MITSUI BUSSAN KAISHA	
•	ROMBAY, VIA SINGAPORE & PENANG	BISAGNO				CARLOWITZ & Co.	On 11th inst., at Noon.
	CITE OF A TOO DIE 6 HOMBAY	MAZAGON	Brit. str.	2 117.	G. Philippy	P. & O. S. N. Co.	To-day, at 10 A.M.
•	SINGAPORE, COLOMBO & BOMBAY	KAGOSHIMA MARU.	Jap. str	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
	SINGAPORE, COLOMBO & BOMBAY		BERTH	2 19.	. R. Rom	MIPPON I USEN KAISHA	On 12th inst., Bt Noo

SHIPPING.

ARRIVALS. Sept. I, Hinsand, British str., 1,536, Wheeler, Java . 24th August, Sugar ... JARDINE. MATHESON & Co. Sept. 2. AMPRITRITE, British craiser, 11,000. Charles Windham, C.V.O. Port Edward

28th August. Sopt. 2. PETCHARDEL, German steamer, 1,372. Ziegenburn, Bangkek 24th August, Rice and Teakwood .- BUTTERFIELD & SWIRE. Sopt. 2, SHANTUNG, German str., 1,000; M. Engelhart, Saigon 28th August Bice .--MELCHELS & Co.

CERAKANCES. AT THE HARBOUR MASTER'S OFFICE.

2nd September. Arratoon Apear. British str., for Singapore. Charterhouse, British str., for Maji. Changing, British str., for Swatow Else, German str., for Iloilo. Halloong, British str., for Amoy. Houghes, Briti h str., for Amoy. Kaifony, British str., for Iloito. Kwelyang, British str., for Canton, Lisa, Swedish str., for Suigon. Loonysung, British str , for Manila. Lycen.oon, German str., for Shanghai. Maidzuru Maru, Japanese str., for Swatow. Fronto, Norwegian str., for Hoihow. Zeeigun, British str., for Chnton. .

DEPARTURES. let September. SCHWALBE, German gunboat, for Home. 2nd September. ARRATOON. APCAR, British str., for Calcutta. CHUNSANG, British str., for Tientsin. DAGMAR, German str., for Hankow. DAIJIN MARU, Japanese str., for Tamsni. DERAMORE, Norwegian str., for Saigon. EASTERN, British str., for Shaughai. HAILOONG, British str., for Amoy. HONGBER, British str., for Amoy. KWHIYANG, British str., for Canton. LISA, Swedish str., for Suigou. LOONGSANG, British str., for Manils. LYEEMGON, German-str., for Shanghai. PRONTO, Norw. str., for Hoihow. BAJABURI, German str., for Bangkol.

VESSELS IN DOCK. 2nd beptember. ABERDEEN DOCKS .- Benlarig, Anna. HOWLOON DOCKS .- Solent, Rubi, H.M.S Wivern, Stant, Indrasamha, I'rima: COSMOPOLITAN DOCK .- Changsha.

TAIWAN, British str , for Canton.

VESSEL ON THE BERTH THE CHINA AND MANILA STEAM

SHIP COMPANY, LIMITED. FOR MANILA

HF Company's Steamship "DIAMANTE," Captain R. Rodger, will be despatched as above on MONDAY, the 8th September, at 4 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light,

A doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 30th August, 1902.

CHINA MUTUAL STEAM NAVI-GATION COMPANY, LIMITED. TRANS-PACIFIC SERVICE

VICTORIA, TACOMA AND SEATTLE, Calling at NAGASAKI, KOBE AND YOKOHAMA THE Steamship

HYSON will be desputched from Hougkong on or about 2nd October, taking cargo for Japan, Victoria. Income and seattle and for all Pacific coast points.

For Freight, apply to BUTTERFIELD & SWIRE, Agents Hongkong, 2nd September, 1902

EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through

Cargo to ADRLAIDE, NEW ZEALAND, TASMANIA, &c.) THE Steamship

Captain Dabelle, will be despatched as above TO MORROW, the 4th September, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric Light. A Stewardess and a duly qualified Surgeon

N.B .- Return Tickets issued by this Con: pany to and from Australia are available for return by the Steamers of the China Navigation Company and vice rerea. For Freight or Passage, apply to

Hougkong, 19th August, 1902. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

GIBB, LIVINGS FON & CQ.,

Agents.

FOR SHANGHAI. NAGASAKI, KOBE AND YOKOHAMA. THE Company's Steamship

"OCEANIEN." Cuptain Remes, will be despatched for the above ports on or about SATURDAY, the 6th inst. For Freight or Passage, apply to G. DE CHAMPEAUX,

Hongkong, 2nd September, 1902. THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR PORT ARTHUR AND. VLADIVOSTOCK. THE Russian Steamer

"MANCHURIA," Captain Prahl, will be ready to load here on SATURDAY, the 6th September, for the above ports, and will have quick despatch. For Freight or Passage, apply to

MELCHERS & CO., Hongkong, 29th August, 1902. NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.) STEAM, FOR BOMBAY VIA SINGA-PORE AND PENANG. Having connection with Company's Mail Steamars to Aden, Suez, Port Said, Messina. NAPLES, LEGHORN and GEN: 1, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIA-TIC, LEVANTINE and SOUTH AMERICAN

PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "BISAGNO"

will be desputched as above on THURSDAY, the 11th September, at Noon. At Bombay, the steamer is discharging in |-Victoria Dock. For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO.,

Agents. Hongkong 29th August, 1902. "BEN." LINE OF STEAMERS.

BHE Steamship "BENALDER," Captain McIntosh, will be despatched as above on or about the 12th inst.

For Freight, apply to

FORGENOA, LONDON AND ANTWERP

GIBB, LIVINGSTON & CO., Hongkong, 2nd September, 1902.

GERMAN LINE.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTO N AND SOUTH AMERICAN PORTS:

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND FASSENGERS N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION

	STEAMERS.			8	AILING DATES
	KONIC ALBERT	Ter 111 11	44 144	THURSDAY	4th September
	PRINZESS IRENE			THURSDAY	18th September.
	PRINZ REGENT LU	ITPOLD .		WEDNESDAY	let October.
	PREUSSEN	. 444		WEDNESDAY	15th October.
	* HAMBURG			WEDNESDAY	29th October.
	SACHSEN			WEDNESDAY	12th November.
	GERA			WEDNESDAY	26th November.
İ	* KIAUTSCHOU	44.	a a	WEDNESDAY	10th December.
1	TO A \$27237134	ten ten		WEDNESDAY	24th December.
-	KONIG ALBERT			WEDNESDAY	7th Jan., 1903.
1	PRINZESS IRENE			WEDNESDAY	21st Jan., 1903.
	DARMSTADT			WEDNESDAY	4th Feb., 1903.
	PREUSSEN	110 2014 11		WEDNESDAY	18th Feb., 1903.
	* HAMBURG		•••	WEDNESDAY	4th May 1903

N THURSDAY, the 4th day of September, 1902, at Noon, the Steamship "KONIG ALBERT," of the NORDDEUTSCHER LLOYD, Captain C. Polack, with MAILS, PAS-SENGERE, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and

Steamers of the Hamburg-Amerika Linie.

Shipping Orders will be granted till Noon on Tuesday, the 2nd September. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 3rd September, and Parcel will be received at the Agency's Office until Noon on WEDNESDAY, the 3rd September." Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stowardesses.

Linen can be washed on board. NORDDEUTSCHER LLOYD. For further Particulars, apply to

MELCHERS & CO., AGENTS. Hongkong, 21st August, 1902.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. TOW-BOAT COMPANY. BOSTON

PROPOSED SAILINGS FROM HONGKONG,

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

> VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH-

PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sa ling Dates.	
HYADES GLENOGLE PLEIADES VICTORIA	G. E. Warner W. H. Smith	3,750 3,753	September 12th September 20th Outober 4th October 18th	

PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. Special rates allowed to members of Government Services.

Steamers marked * have no passenger accommodation.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United State and Canada.

For further information as to Freight or Passer, apply to DODWELL & COMPANY, LIMITED, GENERAL AGENTS:

Hongkong, 2nd September, 1992.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWEEP, AMSTERDAM, ROTTERDAM, COPENHAGEN LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATICY

i hi a sa i l'Arend	WOLLDWILL WAS A STREET	AILING DATES
KONIGSBERG	HAVRE and HAMBURG	On 104 C. (Freight and
Capt, Mayer	(Calling at Singapore and Penang)	Passengers.
BAMBERG	HANDER and HARRISTIES.	
· Capt. Kirchner	(Committee of Campaborb and Colomod)	On 24th Sept. Freight.
FREIBURG	HAVRE and HAMBURG	o prou man
Capt. Prosch	Colling at Sin; apore and Penang)	On 8th Oct. Freight.
CITUTA	THE A SECOND I IT A REPORT OF ALL	O. 90.4 O. T. 1.1.
Capt. Behrens	(Calling at Singapore and Colombo)	fon zzug Oct. Freight.
DUTCHITT. *** ******	TAKE I TAIL BUT ELWINED CIRCLE CO.	7 /2 /2/2 /27 / 27 / 27 / 2
Capt. Jaeger	(Calling at Singapore and Penang)	Ou our Mos. Eleight.
For Further Particul		A . T. The Samuel Straight of

HAMBURG-AMERIKA LINJE HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAIL	INGS FROM HONGKONG—SUBJECT	TO ALTERATION.
STEAMERS.	MARSEILLES, LONDON and	BAILING DATES.
SANURI MARU W. Townsond	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT	SATURDAY, 6th Sept.
S. J. G. Parsons	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	Monday, 8th Sept.
T. Mursi	MOJI, KOBE and YOKOHAMA	TUESDAY, 9th Sept.
INABA MARU	KOBE and YOKOHAMA	FRIDAY, 12th Sept.
	SINGAPORE, COLOMBO, and BOMBAY [MARSEILLES, LONDON and]	FRIDAY, 12th Sept.
HAKATA MARU F. L. Sommer	PENANG, COLOMBO, and PORT	SATURDAY, 20th Sept. at DAYLIGHT.
KINSHIU MARU F. L. Pyne		MONDAY, 22nd Sept.
F. W. Horton	KOBE	THUESDAY, 25th Bept.
J. Compbell	KOBE and YOKOHAMA	FRIDAY, 26th Sept.
Through Passenger Ti	ickets and Bills of Lading issued for the	Principal Cities in the

United States, Canada, and Europe, in connection with the GREAT NORTHERN BAILWAY Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building First Floor, Chater Road. A. S. MIHARA, Manager.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

1	FOR	STEAMERS	TO SAIL ON	REMARKS.
ď	BOMBAY	*MAZAGON	Sentember	reight only.
3	MARSEILLES and - LONDON	BANCA	N.E. September	Freight only
. 1	YOKOHAMA, VIA) SHANGHAI	GLENSHIEL	The second section of the second	
**	MOJI and KOBE (Passing through the Inland Sea)			Freight only
		F. J. Fox	married pabremage.	See Special Advertisement
	SHANGHAI	VALETTA	a Abank 19th	Freight or Passage.
	* Calling at Penas For further	g and Colombo if so Particulars, apply t	A 22	A HEWETT.
	Hongkong, 3rd Sept	mber. 1902.		Superintendent.

CANADIAN PACIFIC RAILWAY CO.'S - ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUBOPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA' AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY "Empress" Twin Screw Steamships-6,000 Tens-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION) R.M.S. " "TARTAR" Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept. R.M.S. "EMPRESS OF JAPAN" ... Comdr. H. Pybus, R.N.R. WEDNESDAY, 24th Sept. R.M.S. "EMPRESS OF INDIA" ... Comdr. O. P. Marshell, B.N.R. WEDNESDAY, 19th Nov.

FITHE magnificent TWIN-SCREW STEADISHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage KOROHAMA to VAN-COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey. and make connection at Vencouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal. Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great

Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval. Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and

Japan Governments. The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS... (second to none in the World), the LUXURIANCE OF ITS THANS CONTINENTAL. TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings. taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

dellar's Street

D. B. BROWN, General Agent,

SAILINGS FROM HONGHONG rid SHANGHAL, INLAND PORTLAND, OREGON OPERATING IN OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE STEAMSHIP "INDRASAMHA" September 18 1902 Through Bills of Lading issued to Pacific Coast Points and all Flastern Canadian and United States Points. For through rates of Freight and further information, communicate

with or apply to ALLAN CAMERON. GENERAL AGENT.

Hongkong, 14th August, 1902.

STEAM SHIP COMPANY, LD. CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

	OUTWARDS.	
PROM		DUB
GLASGOW and LIVERPOOL	"NESTOR"	On 13th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 18th September.
	"VAISOW"	On 18th September.
GLASGOW and LIVERPOOL	"KAISOW"	On 25th September.
GLASGOW and LIVERPOOL	" MENELAUS"	On 1st October.
GLASGOW and LIVERPOOL	"HYSON"	
GLASGOW and LIVERPOOL	"HISUN PROPERTURY	On 9th October
GLASGOW and LIVERPOOL	"AGAMEMNON"	On Sta October.
	HOMEWARDS.	40 CAST
/ OB	STEAMERS.	TO SAIL
TONDON	"ANTENOR"	On "3rd September."
TONDON	"DARDANUS"	On 16th September.
LONDON	"DIOMED"	On 30th September.
LONDON	"JASON"	On 14th October.
TION TO CALL THE CONTRACT OF THE CALL T	_	O- OAL Contember
LIVERPOOL Parter Parter	PYRRHUS"	On 20th September.
(Taking Cargo at London Rates)		de Dansham and is due
The S.S. "ANTENOR" left S!	hanghai on the 30th ult, for this.	LIN 'E GOODEM' WHEN IN ORS

here on the 3rd inst., a.m. The S.S. "LAERTES," left Singapore on the 31st ult., and is due here on the 6th just. For Freight, apply to

BUTTERFIELD & SWIRE.

CHINA NAVIGATION CO., LIMITED.

SHANGHAI and CHINKIANG KOBE and YOKOHAMA TIENTSIN		On 5th September. On 6th September. On 8th September.
THURSDAY ISLAND, COOKTOWN. CAIRNS, TOWNSVILLE, BRIS- BANE, BYDNEY and MEL. BOURNE.	: "CHANGSHA"	On 13th Sept. at Noon.

· The attention of Passengers is directed to the superior accommodation offered by these Atsamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. † Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to-

BUTTERFIELD & SWIRE,

Hongkong, 2nd September, 1902.

THE VALUE WAS SELECTIVE OF THE

Hongkong, 2nd September, 1902.

AGENTS.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. LEAVING STEAMERS. FOR SUNDAY, 7th TAMSUL VIA SWATOW "DAIGI-MARU" September. AND AMOY T. KITANO WEDNESDAY, 3rd "MAIDZURU MARU ANPING, VIA SWATOW September. T. SAITO AND AMOY WEDNESDAY, 10th "ANPING MARU!" FOOCHOW, VIA SWATOW (September. I. Goro AND AMOY The Co.'s new Steamers are specially designed for the coast trade of South China and Framess, and are fitted with all modern improvements. Excellent accommodation is provided

for first-class passengers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine burveyors, and are registered the highest class at Lloyd's. Steamers will go alongride the Co.'s Pontoon at the Customs water-front premises at ameni to land all mesengers and cargo.

By the Co.'s steen permitter Shanghai, through Hills of Lading are issued for Cargo to Yangisze (Taking Cargo at through rates to the Brazilis, to be left in the Godowns, where they will be River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's to East and South Africa, Red Sua, Black steamers from Shanuhai.

For Freight, Passage, and further information, apply to Company's local Branch Office at | THE Company's Steamship

No. 2, Des Voux Rand Central,

T. ARIMA,

SAIGON.

and Marseilles.

places of Europe.

pahy's Office.

"AFRIDI"

HILLGLEN "

LOTHIAN"

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEROTS POSTE FRANCAIS.

NOTICE.

STEAM FOR

COLOMBO, BOMBAY, ADEN, EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

N. MONDAY, the 8th September, 1902, at

1 P.M. the Company's Steamship

Passengers, Spécie and Cargo, will leave this

This Steamer connects at COLOMBO with

the s.s. Ville de la Ciotat, which vessel takes on

her Passengers and Mails, leaving that port on

the 20th September, direct to Suez, Port Said

Cargo and Specie will be registered for Lon-

dong as well as for Marseilles, and accepted in

transit through Marseilles for the principal

Shipping Orders will be granted till Noon,

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M., on the 7th

September, (Parcels are not to be sent on-

board; they must be left at the Agency's Office.)

For further particulars, apply at the Com-

REGULAR

STEAMSHIP SERVICE TO NEW

YORK,

VIA PORTS AND SUEZ CANAL

WITH LIBERTY TO CALL AT PHILIPPINE

PROPOSED SAILINGS FROM HONGKONG.

HEATHBURN" About 11th Sept.

For Freight and further information, apply to DODWELL & CO., LD.,

UNITED STATES AND CHINA-JAPAN

FROM JAPAN, CHINA. HONGKONG

AND SINGAPORE,

S.S. LINE. REGULAR SERVICE

JARDINE. MATHTEON & CO.

Agents, "Indra" Line, Ld.

G. DE CHAMPEAUX,

Agent.

20th Sept.

27th Sept.

11th Oct.

To follow.

To follow.

Agents.

Contents and Value of Packages are required.

Hongkong, 27th August, 1902.

RICHMOND CASTLE",

Hongkong, 3rd September, 1902.

"LOWTHER CASTLE"

"TONKIN," Captain Schmitz, with Mails,

Port for MARSEILLES, via BOMBAY.

SINGAPORE, BATAVIA

Hongkong, 1st September, 1902. CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL

AVERAGE LENGTH OF VOTAGE TO SYDNEY 20 DAYS. A STATE OF THE STA Salorn Passengers corried at SPECIALLY

REDUCED RATES, particulars of which can be obtained on application to the Undersigued. NEXT SAILINGS.

"CHANGSHA" leaves on 13th September. "CHINGTU" "TAIYUAN" ... 24th October. TSINAN" ... 15th November Superior accommodation amidships. Electric "TSINAN" Light throughout. Fitted with Hefrigerators which ensure a fresh supply of Ice and Provisions during ahirentiro noy gon Duly qualified Entopent Sarpeone ourried. BUTTERFIELD & SWIRE

CHINA NATIGATION CO., LD. Hongkong/ 27th Nugast 19 2



control Manager Manager Control

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANUA. THE Company's well-known Steamship

ROSFITA MARU 6.23 / 3.876 Tonk, Captain Tate, will be described for MANILA on S. TURDAY, the 13th ibst, at 8 P.M.

Magnificent Accommodation, Comfortable Cablus Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stowardess carried. For Freight or Passage, upply to THE MITSUF BUSSON KAISHA,

Prince's Buildings, Tee House Street. Horgkeng, 2nd September, 1902.

FOR NEW YORK VIA SUEZ CANAL THE Steamship

GLEN" LINE OF STEAMSHIPS.

"GLENROY," THE STREET, A.A. Captain Selby, will be despatched as above on BATURDAY, the 13th September, 1902. For Freight, apply to McGREGOR BROS & GOW. Hongkong, 4th August, 1902.

"YUENSANG,"

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 5th September, at 4.30 P.M. This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 30th August, 1902.

IMPERIAL GERMAN MAIL LINE. STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship. "PRINZ REGENT LUITPOLD," OF THE NORDDEUTSCHEE LLOYD, Captain Oesselmann, due here with outward German Mail-about FRIDAY, the 5th inst., A.M., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO.,

Agents. Hongkong, 1st September, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON .. THROUGH BILLS OF LADING ISSUED FOR BATAVIA. PERSIAN GULF. CONTINENTAL AND AMERICAN PORTS.

HE Steamship "PARRAMATTA," Captain F. J. Fox. corrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 13th September, at Noon; taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed viz Bombay WITH transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note

the terms and conditions of the Company's Bills of Lading. For further particulars, apply to E. A. HEWETT.

Superintendent. - Hongkong, 1st September, 1902.



AUSTRIAN LLOYD'S STEAM NAV GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT) Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

SEA, LEVANT, VENICE and ADRIATIC POETS.)

Captain Klausberger, will be despatched as above on WEDNESDAY, the 17th September.

For information as to Passage and Ereight, SANDER, WIELER & CO., Prince's Buildings.

Hongkong, 26th August, 1902. SHEWAN TOMES & CO.'S NEW

YORK LINE.

FOR NEW YORK VIA SUEZ CANAL. WHE Steamship

SATURDAY, the 20th September. For Freight, apply to-SHEWAN, TOMES & CO.,

will be despatched for the above port on

Hongkong, 23rd August, 1902.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENT: in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STRAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

DODWELL & CO., LIMITED. General Agents for China and Jayau. Hongkong, 44h Angulat, 1897

THE NEW FRENCH REMED! THERAPION MARK.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Johert, Verpeau, and others, combines all the desiderate to be sought in a medicine of the kind, and surpasses everything hitherto.

short time, often a few days only, removes all discharges in mi short time, often a few days only, removes all discharges in mitthe urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the loundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other weil tried remedies have been powerless.

THE ERAPION NO. 2 for important plants of the blood course, minus and swellings

the blood, scurry pimples, spots blotches, pains and swellings of the foints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and rain of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION NO. 3 for ner yous ex-

TO NEW YORK VIA SUEZ CANAL.

(with Liberty to call at Phinippine Ports).

(With Liberty to call at Phinippine P

Sold by A. S. WATSON & CO., LIMITED,

Hongkong, China, and Manila.

NOTICES TO CONSIGNEES NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each

Goods are landed. This vessel brings on Cargo:-From London, &c., ex s.s. China. -

consignment will be sorted out Mark by Mark,

and delivery can be obtained as soon as the

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before

2 P.M. To-DAY, the 29th inst. Goods not cleared by the 4th prox., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised. E. A. HEWETT.

Superintendent. Hongkong, 29th August, 1902

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

THE Steamship "GLENGARRY" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon the Goods are landed. Goods not cleared by the 4th prox. will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co, within ten days after the steamer's arrival, after which no

claims will be recognised. MoGREGOR BROS. & GOW. Hongkong, 29th August, 1902.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND ANTWERP. FHE Steamship

"PEMBROKESHIRE," Captain J. Dwyer, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon and stored at Consignees

risk and expense." No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject

All broken, chafed, and damaged Goods are

examined on the 8th inst., at 2.30 P.M. · No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO.,

Agents. Hongkong, lat September, 1902.

NOTICE TO CONSIGNEES.

FIHE P. & O. S. N. Co.'s Steamship "NANKIN."

FROM BOMBAY AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon. Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This veste! brings on Cargo :-From Persian Gulf, ex e.ss. Kilma, Jana and Ellora.

Goods not cleared by the 7th inst., at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company who will survey Goods at. 11 A.M., on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT. Superintendent. Courkong, lat Sectember 1902.

POWDER NG SPOWDER.

IS HARMLESS TO ANIMAL LIFE.

KILLS FLEAS, MOTHS,

BEETLES, MOSQUITOES,

FLEAS. MOTHS, MOSQUITOES,

The genuine powder hears the autograph of THO MAS & EATING. Sold in Tine and Bettles only. KEATING'S WORM TABLETS.

KEATING'S WORM TABLE 18. KEATING'S WORM TABLETS. A PURELY VEGETABLE SWEETMEAT. both in appearance and taste, furnishing a most agreeable meth d of administering the only certain remedy for INTESTINAL or THREAD

WORMS. It is perfectly and mild pre-paration, and is especially adapted for Children, Sold in Bottles, by all Druggists. PROPRIETOR, THOMAS KEATING, LONDON.

NOW READY.

POUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1902. With INDEX. Price \$7.50. On sale at the Hongkong Daily Press Office. Hongkong, 25th July, 1902.

HONGKONG.

Amba, British str., 1,908, Barnes, Aug. 31 Jebsen & Co Anna, Austrian str., 1,317, Steeperich, Aug 27. M. B. Kaisha Gibb. Livingston & Co

Buen Visje, American str., 275, Ross, July 8, Changsha, British str., 1,463, Moore, Aug. 16 Butterfield & Swire Chelydra, British str., 1,574, Cox, Aug. 31, Jardine, Matheson & Co.

Decima, German str., 794, Schlaikier, Sept. Sander, Wieler & Co Diamante. British str., 1,254, Redger, Aug. 30. Shewan, Tomes & Co Elsa, German str., 1,702, Schonwandt, Aug. 19, Jebsen & Co

Else, German steamer, 1,703, Ricke, Aug. 27, Jebson & Co Guthrie, British str., 2,500, Dabelle, Sept. 1 Gibb. Livingston & Co Haliotis, Dutch steamer, 1.070, Rijn, Aug. 27.

Arnhold, Karberg & Co Hangsang, British str., 1,356, Wilde, Aug. 26, Jardine. Matheson & Co All damaged packages must be left in the Hinsang, British str., 1,536, Wheeler, Sept. 1 Jardine, Matheson & Co

Hoihao, French str., 509, Merless, Aug. 31, A. R. Marty Indrasamba, Brit. str., 3,366, Craven, Aug. 26. Allan Cameron Iyo Maru, Jap. str., 3,919, Parsons, Aug. 31. Nippon Yusen Kaisha Jacob Diederichsen, Ger, str., 623, Schlaikier,

Aug. 31, Jebsen & Lo Jason, British steamer, 2,281, Lycett, Sept. 1, Butterfield & Swire Kaifong, British str., 1,041, Pennefather, Aug. 26, Butterfield & Swire Kohsichang, Ger. str., 1,291, Spiesen, Aug. 29.

Butterfield & Swire Kweiyang, British str., 1,062, Hooker, Ang. 31 Butterfield & Swire Maidzuru Maru, Japanese str., 667, Saito, Aug. 30, Mitsui Bussan Kuisha

Mazagon, British str., 3,279, Philipps, Aug. 31, P. & O. S. N. Co Mercedes, British str., 2,965, Cart r. Ang. 21, Admiralty Mongkut, German str., 859, Gotsche, Aug 30, Melchers & Co

Nankin, British str., 2,557, Henton, Sept. 1. P. & O B N. Co Pembrokeshire, British str., 2 200, Dwyer, Sept. 1. Shewan Tomes & Co Peru, Amr. str., 3,528, Robinson, Aug. 29. P. M. S. S. Co.

Sept. 2. Butterfield & Swire Sander, Wieler & Co Phra C. Klao, German str., 1,012, Bruhn, Aug. | Tweed, gunbost, 362 tons, 3 guns, 200 h.p., 30, Butterfield & Swire

Sander, Weler & Co Proteus, Norwegian str., 920, Muller, Aug. 26, East Asiatic Trading Co

Rubi, British steamer, 1,611, Almond, Aug. 19, Shewan, Tomes & Co. Sandakan, German str., 1,374, Ylesmanu, Ang. --- 31. Melchers & Co-Savois, Ger str., 1,600, Rebbelmund, Aug. 29, Hamburg-Amerika Linie Shantung, Ger. str., 1,000, Engelhart, Sept. 2,

Meichers & Co Siam, British steamer, 992, Binns, Aug. 25, McBain & Co Sishan, British steamer, 845, Jones, Sept. 1, Bradley & Co Skramstad, Norw. str., 759, Hansen, Aug. 23,

Sander, Wieler & Co Jardine. Matheson & Co Taiwan, British str., 1,109, Harder, Sept. 1. Alcout, Russian gunboat, 8 guns, 1,200 h.p., Butterfield & Swire Tartar, British etc., 2,768, Bleetham, Aug. 31, Alouette, French cruiser, 300, Lieut. Aoum

Jardine, Matheson & Co Yuensang, British str., 1.128, Rolfs, Aug. 2 ', Aspic French gunbout, 475 tons, V guns, 450 h.p., Jardine, Matheson & Co

SAILING VESSELS. Adolph Ob.ig, Amr. bqs, 1.006, Amesbury, May 30, Standard Oil Co. Allas, American ship 1,352, McKay, July 14, Standard Oil Co Contest, British barque, 485, Roberts, Aug. 27,

Sander, Wieler & Co Grosvenor, British barque, 516, Bogu, June 13, Kelat, British ship, 1,822, Hughes, July 23, Luzon, American barque, 1,339, Park, Aug. 20,

Manuel Llagano, Amr. ship. 1,468, Nicholls, July 31, Standard Oil Co. Vale of Doon, Sarawak barque, 669, Peterson, July 1, Sander, Wieler & Co. Willscott, Amr. barque, 1,805, Macloon, Aug. 8, Standard Oil Co

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 gans, 3,000 h.p., Comdr. S. E. Erskine, Waihaiwei Albion, battleship, 12,950 tons, 16 gans, Capt. Thomas H. M. Jerram, at Weihaiwei Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Howland Nugent, Straits Amphitrite, 1st class craiser, 11,000 tons, 18,000

hp., Capt. Charles Windham, C.V.O., at Hongkong Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, at Hongkong Argonaut, 1st class cruiser. 11,000 tons, 16 guns; Capt. G. H. Cherry, R.N., Japan Blenheim, 1st class cruiser, 9,000 tons, 12 guns,

Bramble, gunbont, 710 tons, 6 guns, 1,300 h.p., Lieut.-Condr. F. M. Leake, at Sinho Britomart, gunboat, 710 tous, 6 guns, 1,300 h.p., Lieut.-Com ir. Thos. D. Pratt, at Weibniwei

Hongkong

21,411 h.p., Capt. F. G. Stopford, at

Crossy, cruiser, 12,000 tons, 14 guns., 21,000 h.p., Capt. Henry M. T. Tudor, at Weihaiwei. Eclipse, cruiser, 5,600 tons, 11 guns, Captain Stokes, at Weihaiwei Espicyle, gunbout, 1,070 tons, 10 guns. Comdr.

Ernest G. Barton, en route Hongkong Benlarig, British str., 1,452, Kroble, Aug. 20, Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Capt. Colin Mackensio, D.S.O., at Weiharwei Fearless, cruiser, 443 tons, 12 guns, Capt. J. I.

Graham, on Yangtsze Firebrand, gunboat, 455 tons, 4 guns, 360 h.p.,

Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, at Weihaiwei Goliath, battleship, 12,950 tons, 16 gave, 18,500 h.p., Captain F. H. Henderson, C.M.G., Handy, torpedo-boat destroyer, 260 tons, 6 gans,

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Weihaiwei Humber, storeship, 1,640 tons, Comdr. John D.

Daintree, at Weihaiwei Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,000 h.p., in reserve Kinsha, river gunboat, 331 tons, Lient.-Comdr. G. B. Powell, on Yangtsze

Moorhen, river gunboat, 180 tons, 2 guns, Lieut Comdr. G. G. Webster, at Hongkong Mutine, sloop, 980 tons, 10 gans, Comdr. C. W. M. Plenderleath, Behring Sea Ocean, battleship; 12.950 tons, 16 guns, 13,500 i.h.p., Capt. Richard W. White, Japan

Otter, torpede-boat destroyer, 350 tons, in Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Weihaiwei Pique, cruiser, 3,600 tous, 8 guns, 7,000 h.p., Capt. H. C. Iteynolds, ou Yangtere

Rambler, surveying-ship, 583 tons, Capt. Morris H. Smyth, Japan Ringido, sloop, 989 tons, 6 guns, Comdr. D. St. Auhyn Wake, at Hongkoug Robin, river guuboat. 85 tons, 2 guns, 240

h.p., Lieut.-Couldr. John P. Irven, at Resurio, sloop, 930 tons, 6 guns, 1,400 h.p., Coudr. A. W. Hamilton, Bahring Sea Sandpiper, river gauboat, 85 tons, 2 gans, 240 h.p., Lieut. Comdr. Murray MacG. Lockhart, West River.

Snipe, river gan-boat, 85 tons, 2 gans, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Taku, torpede-bout destroyer, 250 tons, 6 gans, 5,600 h.p., in reserve Talbot, cruiser, 5,600 tous, 11 guns, 9,600 h.p.,

Capt. Lewis Bayley, at Weihaiwei Petchaburi, German str., 1,372, Ziegenburn, Tamar, receiving ship, 4,600 tous, 6 guns, Jomgodore Rominson, A. D.C., at Hongkong Petrarch, German str., 1,252, Valten, Aug. 26, Toal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. R W. Dalgoty, on Yangtsze

Prima, Norwegian str., 761, Meyer, Aug. 29, Vestal, sloop, 989 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Ferguhar, Straits Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lient. Comdr. E. C. Hardy, at Weibsiwei Whiting, torpedo-boat destroyer, 360 tons, 6gans, 5,900 h.p., Lieut. Comdr. C. P. Mansel, at

Wivern, coast defence ship, armoured, 2,750 tens, 1,000 h.p., in reserve, at Hongkong Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lient.-Comdr. Ronald E. Chilcott, on

Woodcock, gunboat, 150 tons, 2 guns, 550, hp., Lieut. Comdr. Hugh G. ... Somerville, on

FOREIGN MEN-OF-WAR ON THE - CHI-IA AND JAPAN STATION. Suisang, British str., 1,776, Tadd, Aug. 30, Admiral Nakhimoff, Russian craiser, 9,000 tons, Capt. Vsivolojsky, at Yokohama

Capt. Guinter, at Vladivostock

Yedo Mara, Jap. str., 1,069, Samura, Aug. 24, Amiral Charner. Freuch gunboat, 450 tons. Capt. Bachme, at Silgon Yiksang, British str., 1,835, Bowker, Aug. 14; Annapolis, 2merican graduat, 1,000 tons, 10 guns, 177 h p.: Counde. Warl Robrer, at

> Condr. Journat, at Saigon Buffalo, American ormser, Capt. Ross, en route Manila Bengali, French gunbo 580 lons, Lieut. Fitle,

> at Pakhoi Bobr. Russian gunboat, 950 tons, 2 guns, 1,150 h.p., Capt. Dobrovolsky, at Hakodata Brooklyn, American (flagship) armoured cruiser, Captain C. C. Todd, at Manila

> Bugeaud, French cruiser, 4,009 tons, 19 guns, 9,000 h.p., Capt. Lefevre, at Bussard, German cruiser, 1,600 tons, 8 gans, Comdr. von Bassewitz, at Shanghai Chasseloup Laubat, French cruiser, 3,800 tons, Capt. De Espinay St. Luc, at Saigon Comete. French gunboat, Capt. Louel, in

Gulf of Tonkin Decidee, French gunboat, 690 tons, 6 guns, Capt. Leemee, at Chefco D'Entrécasteaux, French flagship, 8,100 tons, 14 gans, 13,500 h.p., Capt. D. du Fournet.

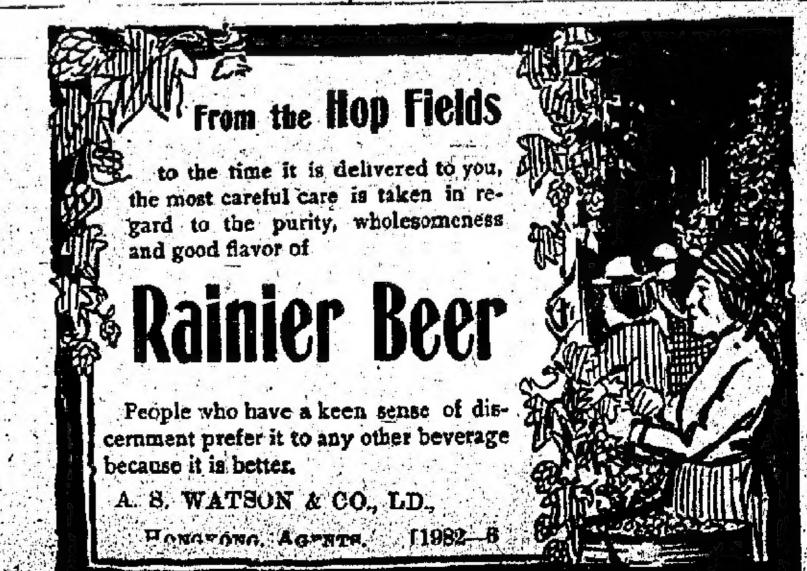
Descartes, French cruiser, 4,000 tons, 13 guns, 9,000 h.p., Capt. de Saune, at Saigon Dimitri Donekoy, Russian armoured erusier, 6,00) tons, 34 guns, 7,000 h.p., Comdr M. van der Sakrouff, at Singapore Diu, Portuguese gunboat, 729, tons, Capt. P. d Azevedo, at Shanghai

Bowman, at Manila Eclaireur, French gunboat, 8 guns, 2,050 h.p., Caut. Texier, at Taku

Don Juan de Austria, American gunbest, Co

TOT RESPONSIBLE FOR DEBTS Neither the Carrain, the Acents, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour .--

ADOLPH OBEIG. Amr. barque, S. Amesbury. -Standard Oil Co. ALLAS. American ship, McKay, Standard MANUEL LLAG"NO, American ship, Nicholis.—



VISITORS AT HOTELS.

8		CHE	HONGKONG .	DAHLY	Press. J	·V
POST OF	FICE NOTICE		JOINES	the Party of Land		
The Copic, with the American Mail of the alt., am and may be expected here to-morrow.			COMPARY,	STID AN	QUOTATION 1	A TO
Tan Prins Regent Luitpold, with the Germa the Sist u t., at 7 a.m., and may be expected becare Tan Oceanism, with the Present Apil of the	on or about friday,	the 5th last.	Hongkong & S'ha	i \$125 \	5595, bayers	
at 8 a.m., and may be expected here on or about to letters despatched from Hongkong on the 5th	it sunday, the 7ta in	it. This proces beings repli	Natl. Bank of Ch.	ina. Li	L'do., £62, exc	AIV,
MAILS	WILL OLOSE	a la granda	Bell's Aspectos c. A	£1	ozī, sellers	
Сациц	Honam	Wednesday, 3rd, 7 A.	Campbell, bloce a	Co \$10	\$1, buyers 30, buyers \$20, so lors	
Bracow, Amoy and Anping	Hoikao	Wednesday, 3rd, 9.00 A.; Wednesday, 3rd, 9.00 A.;	M. Power Co., L.L.,	120	≨Lū, melters	7
Mante	Heungshan	Wednesday, 3rd, 1.15 p.;	M. China Sugar	\$10v	\$10, sellers .	
Singapore Pakhoi Kumenuk and Sanshui	. Peluse	Wednesday, 3rd, 4.00 P.1	M. Almanbra, Ird	\$50J	\$500, nominal	
Saigon	Prima	Wednesday, 3rd, 5,00 P.	Trais Co., Ld.	.3 200	bis, sollers	
Timor, Port Darwin, Thursday Island, Carcus, Cooktown, Townsville, Brisbane,	Guthrie		- Las Parint - Property		Tis. 40, sollers Tis. 35, seliera	- 1
Sydney and Melpourne		Thursday, 4th,	llongsong	tis con	Tla. 130. 317.	
ilunora, &c., India via Tuticoria		Printed matter and san ples 10.00 A.A. Registration 10.00 A.A.	C. henwice a Co., dec	*********	\$12, buyers +47.	
Postage 10 cents)		(Registration, with lat	B II. & C. Dangery	\$0U	30½, sellera 9.10. \$1.43, buyers	
		10.45 A.M.) Letters 11.00 A.M	Hongrong Electric	\$10 \$5	¢ki, somers ød±:	
Tsingtuu	Banca	Friday, 5th, 9.00 a.m. Friday, 5th, 11.00 a.m.	I. H. H. L. Tramways	Flu	1315, buyor.	
balania	Taiwan	Friday, 5th, 3.30 P.M. Friday, 5th, 4.00 P.M.	Hougeon's Holes	\$50	\$131, sales \$210, buyers	
Singapore Koue and Yokohama	Suisang	Saturday, 6th, 5.00 P.M	H. & A. What & G Hongkong Kope	\$5J	Pla, sellers	
	Chinglu	Saturday, 6th, 3.00 P.M. Monday, 8th, Printed mutter and sam	insurance-	Sod (8215, buyers	
EUROPE, &c., India via Tuticoria		ples10.00 a.m Registration10.00 a.m	. Cand Paro	\$20	H70, raios & bu 83, buyers 154, solos	y.
Postage 10 central	Tonkin	(Registration, with late	Hongkong Euro		159, sales 1335, bayers Ps. 1874, bayers	3
		10.45 A.M.) Lotiers 11.00 A.M	Unioa	\$2.0 II \$3.0 S	iominai 6395. Duveta	7.
Manila Saunghai, Moji, Kobe, Yokohama, Victoria,	Iyo Maru	Monday, 8th, 3.00 P.M.	Land and Bunding-		11274, Beliera	Cu .
Tienten	Kweiyang		Advison Land & 1	alu a	1111, bayers :: 130, tales & bay	v.
SHARGHAI, NAGABAKI, KOBE, YOKOHAMA,		Printed matter and samples 10,00 X.M.	Treeson or Gue services	\$100 \$	50, sellers 15, sellers	1
HONOLULU, and SAN PRANCISCO	Peru	Registration 10.00 A.R. (Registration, with late	Mining	- QU 1 Q	20, sehera	100
Extra Postage 10 cents)		fee of 10 cents, up to	Panjon	* \$10 \$	14. sales & buy. 14. selives	
Singapore, Sourabaya and Samurang	Chelydra	Letters,11.00 A.M. Tuesday, 9th, 2.00 P.M.	Eauns	19/10 \$	l, setlers	
Victoria and Vancouver, B.C	Turtar Bisagno	Wednesday, 10th, 11.00 A.M. Thursday, 11th, 11.00 A.M.	OTTORES STARTS SERVICE	\$0U \$	37, buy. & sales	,
Tunraday Island, Cooktown, Cairns, Towns-	Changeha	Saturday, 13th, 10.00 A.M.	autummin Pour star tot		84, seliers 05.	
EURUPE, &c., India via Tuticoria		Satruday, 13th, Printed matter and sam-	Cuina and Manila	35 n	324, sellors —	
(Late Letters 11.10 to 11.30 A.M. Extra	Parramatta	Plos	indo-China N. N	. \$15 S	45. 37 , sellers 30, sales	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents		fee of 10 cents, up to	hard Transmanana.	or c	2. sollers	
, marte L'odongo ao comis francis in inclination 1		10.45 A.M.) Letters11.00 A.M. Wednesday, 24th,		\$5 1 8	20], reliers	
SHANGHAI, NAGABARI, KONE, YOKOHAMA,) VICTORIA and VANCOUVER, B.C.		Printed matter and sam- ples	,	. 54 \$	nominal 8), sellera 150, buyera	
(Supplementary mail on board up to the -	Empressof Japan	Registration, 10.00 A.M. (Registration, with late	Universal Trading	\$20 \$	20, sellers	1
batra l'ostage iv centa.	2 10 101	fee of 10 cents, up to 10.45 A.M.)	Watson & Co., A. S	blu p	7, buyers 144, so . & sales	
TO-DAY.	The T.K.K. sten	mer America Maru left Sau			YTH, Brokers	=
Sale, Household Furniture, Sales Rooms, Messrs, hughes & Hough, 2,30 p.m. Sale, Stores, Sales Rooms, Messrs, Hughes &	Francisco for this p	ort, via Honolulu, &c., on	CHINA CUACI			
Hough, 2.30 p.m.	The new P.M. stresses for this port,	via Honolulu, &c., on the	weilsteit, in	t septem	BER, e.a.	
CUMMERCIAL.	THE CA	NADIAN MAIL. or Empress of Jupan arrived	STATION. E	2 E E	8	
CLOSING QUOTATIONS. 2nd September. Un London.—	at Yokohama at 8.3. Left again at 3 p m	a.m. on the 1st inst., and			Lines. Lion.	
Tolographic Transfer	she was due to arrive	e at 2 p.m., on the 2nd inst.	Namuro	30.07 77	_ SW 2 6	
Bank Bills, at 30 days' sight 1/8; Bank Bills, at 4 mouths' sight 1/9,1,	Island on the 21st u	er Chingta left Thursday	Tokyo	30.13 — 30.06 — 20.95- —	- B 4 -	18
Uredits, at 4 months' sight	is due here to-day. The O.S.S. steams the 30th alt. for this	or Antenor left Shanghai on	Мадивакі Кадовиши	29.79 -	- 8 0 -	C
Carles.— Bank Hills, on demand	The N.G.I. steam	er Bisagno left Singapore	Naha	29.73 -	- BY 6 -	I.
On Garmand	for this port on texpected here to more	he 28th ult., and may be rrow.	Tambu 1 p. 2	d an	- 8 6 - - NW 2 - - NW 2 -	1
ON NEW YORK.—	The N.Y.K. steam bay Line) left Bomb	ar Hiroshima Mara (Bom-	Koshun 2	0.62	- W 6 -	B
Om HOMBAY.— 43	expected here on the	on the 17th ult., and is 5th inst.	clutzhif 8 p. 2	1 m	95 NNE/11 orm	, =
Peregraphic Transfer	Singapore for this 6 s.m.	port on the 30th ult., at	Amoy 2,30 p 2	9.62 89 6 9.64 91 -	66 8 2 G	
CH UALCUTTA.— Telegraphic Transfer	The O.S.S. steams	r Lacrtes left Singapore on lue here on the 6th instr-	Canton 2 tiongroup 4 p. 2	9.09 88 5	56 w 2 b	13.
Bauk, on demand	for this port on the	r Glenoyle left Yekohama 2nd inst.		9.63 -	NNW 6	Di Pa
Private, 30 days' sight	The Boston ster Muroran on the 1st	mer Plaiades arrived at	Mamia		T wsw 3 c	R.
On MANILA.—	for Japan and Hong	ner Shawmut left Tacoma kong on the 23rd ult.	Hacorod 3 p.		8w 8 od	
Ox SINGAPORE.—	OUTWARD.—15th	assed the canal.		973 85 -	- a 1 o b	1
UN BATAVIA.	29th—Khalif, 5t Oceanien, Glensl	h August Bormida. 8th hiel. 12th Flintshire, Sil.	2nd SEPT	EMBER, A.		-
On demand	via, Hudson, Pri Inaba Maru, Nes	na Regent Luitpold. 15th- tor, Sambia. 19th-Sego.	Nemuro 6 a. 3c	0.09 60 9 0.20 — — —		7
UN SAIGON.—	via. 22nd—Cho Kennebec, Oopac	ysang, Kaisow, Machaon, k, Socotra, 28th — Preussen,	L'okyo 30 L'ocni 25	0.14	NW 2 -	1
ON BANGKOK.—	Sumatra, 16th-	Cowrie, Ajax. 1st Aug.	Nagasaki 25 Kagoshima 25	1.79	92 8 -	W.4
CLVERRIONS, Bank's Buying Rate\$11.46	Gisela, Shimosa.	19th-Sachsen, 22nd-	Naha	0.69 — — 0.66 — — 0.62 — —	- u _	TI
UPIUM.	ABRIVALS AT HOME	-3rd June-Indus. 10th	Taiboku 6 a 23	.65	- x 2 - - 0 - - 0 -	F ₁
Quotations are — Allow ce net. to I catty.	-Calchae, Glent	ochy. 17th—Silesia (Aus.).	Tamaa 29 Koshua 29	.67	- N 2 - - U -	8.
Mains New\$900 to \$910 per pical Mains Old\$980 to \$990 Mains Older\$1000 to \$1010	8th—Hitachi M Glaucus 11th—	aru, Maristow, Flandria, Achilles, 15th—Sazonia	Gutziaif 8a. 29	.68 — — — .46 74 100 .70 83 89	1 - 1 - 1	10
P. F per-wrapped — to — Persian fine quality \$6(k) to —	-Salazie, Wakus	a Maru, Marburg. 25th	Amoy 6.30a 29.	70 84 71	1 TE 10	=
Persian extra tine— to —	August—Sydney 8th—Moyune, De	, Hamburg, Suevia, Java.	Hongkong 10 a. 29.		NIO	
Patna Old\$9172 to — Benares New\$890 to —	Stentor, Prinz H. Formosa, 19th-	leinrich, Macduff. 15th-	Gap Rosa 29.	75 — — 78 95 —	N 5 - N 3 - N 2 c	
Benures Old to -	Strassburg, 22p	d-Teenkai, Polyphemus.	Haipi: ug	03 00	2	A

Benures Old VESSELS EXPECTED.

ن چسوران شهر الاوساد THE GERMAN MAILS. The Imperial German mail steamer Konig Albert left Shanghai, via Foochow, on the 30th ult., at 4 s.m., and may be expected here to-day. The Imperial German mail steamer Prins Capt. and Mrs. W. W. Harts, Misses T. Regent Lattpold left Singapore on the 31st ult., at 7 a.m., and may be expected here on or about Y. Hayashida, Messrs. F. E. Malloy, Wm. B. the 5th inst.

THE INDIAN MAIL. The steamer Lightning, from Calcutta, left Singapore for this port on the 28th ult., p.m. THE FRENCH MAIL. The M.M. steamer Oceanien left Bingapore on the 31st ult., at 8 a.m., for this port via Saigon.

THE AMERICAN MAILS. The O & O. steamer Coptic, from San Francisco, left Yokohama for this port on the 28th ult, a.m., via Inland Sea, &c.

PASSENGERS. DEPARTED. Per Loongsang, for Manila, Mrs. S. Wessel, Santiago, H. Romero, K. Yoshida, C. Minu and Hale, P. N. Welch and H. Koyama.

On the find at 12.2) p - The typhoon, moving Northwards, probably passed E. of Gutzlaff lighthouse, during the night.

Bad weather between the E. coast of China and W. Japan.
The barometer has fallen in W. Japan, risen over E. Japan and S. Caina. Light variable winds in S. China, moderate Nt. winds in the N. part of the China Sea.

Forecast: - Moderate X. winds; flug.

ARNHOLD, LARBERG & CO.

Sole Agents.

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TAVID CORSAR &

MERCHANT NAVY

RELIANCE CROWN

NAVY BOILED

LONG FLAX

TARPAULING

26th - Gise'a, Merionethshire. 28th-

Shanyhai.

QUAN WAH & CO. GRANITE MERCHANT CONTRACTORS. Dealers in TARBLE and GRANITE MONUMENTS. No. 1, QUEET'S ROAD EAST. Estimates, Designs & Prices on A plication All descriptions of Granite for Export Hengkong, 17th October, 1910. 11955 | 228

212	Hongkong, 1st optember.	Номокомо Поты.	
8Lb	COMPANY, PAID UP. QUOTATIONS.	Mr. W. S. Bailey Miss Kelly	
ay,		Mr. B. J. Barlow Mr. F. Kiene	
dt,	Hongkong & S'hai \$123 5593, bayers L'do., £d2, exdi-	THE THE THE SALE SALE SALE SALE SALE SALE SALE SAL	
lio.	Nati. Bank of China	Mr. J. T. 11611 Mr. J. E. Lee	
1	A. Shares £1 \$27, soller:	Mrs. H. Bonnacche Mr. Goo. McBain	
	Boun Buaren. El Sait, milion	Mr. J. Black Mr. R. J. Macgowan	
-	Bell's Aspestos C. A. 21 \$1, buyers Campbell, alsors & Co \$10 .30, buyers	Mr. & Mrs. R. Boggan Miss M. J. McKelvey Mr. E A. Bonner Mr. W. T. Marlow	
M.	Chillis-Diritor Co., Ld. \$15 121, no. lers	Mr. F. F. Bevet Mr. and Mrs. Milton Dr. Bower Mr. F. J. Mitchell	EWNDRNSED NUMBER
.М. .И.	I to the second of the second	Major Buttanshaw Mr. C. J. North, E.N.	CLUMB DINGS
.11.	thing from it. & Mi \$10. \$10. sellers	Dr. F. Charke Mr. and Mrs. E. O Mus	
M.	cigar Companies —	Mr. G. E. Colo phy Mr. G. Colomb Mrs. Osborne	
M.	Alumibra, ld \$500 5500 nominal	Mr. J. S. Colson Dr. W. W. Pearse	Guai
M.	i httm://www.ii/Sharas	Mr. J. Cronin Mr. J. Rankin	TO SWICE DOWN PROPERTY AND A
M.	otton slins—	Mr. E. Dalziel Miss Reeve	Fu
M.	international Tis. 100 Tis. 40, sellers	Mr. F. H. Derbyshire Mr. H. F. Richardson Mr. T. C. Downing Mr. G. Robinson	Establish State Co.
M.	Latou Kalling Blow The IQU Plat 40 appliers	Mr. F. W. Edwards Mr. K. A. Schanders	Tanadani Cint
	Soyonoo Fls. ood [Pls. 15d]	Mr. H. M. Eills Mr. C. Schouw . Mr. Fr. Esrom Mr. E. Simmond	Largest Sale in
133-	Dary carm	Mr. N. G. Evan Mr. M. Siva	
M.	henwies & Co., Geo \$25 \$47	Mr. T. E. Farrell Mr. C. Skott Mr. M. S. E. Smiley	TATALAND TORONO OCC
M.	11. & C. Darry	Mr. H. G. Fisher Mr. S. E. Smiley . Mr. K. Fukushima Mr. Spewin	PEERLESS SC
to	stongschig & C. Clas &LU \$14.), buyers	Mr. C. Glover Mr. W. E. O. Stanford	
	Houseoner E. getrice 1 Plu old, somers	Mr. H. E. Goldsmith sir, and Mrs. M. J. Mr. John Grant Stephens	
M. M.	H. H. L. Tramways \$100 \$345, buyo.	Mr. & Mrs. W. W. Hart Mr. M. Swaby	Star, Special.—The finest of all "Peg" 5 Star, Liqueur.—Exquisite, best in the V
M.	hant to. Ld. \$ \$10.	Mr. A. Hayter Mr. O. Teakelsen Mr. F. R. Higgins Mr. L. J. Thomas	Stopdrinking rank, Smoky Stuff be
M.	Hongrong notel 550 \$131 sales	Mr. F. W. Hills Dr. J. C. Thomson	Once tried, preferred to all others. Sole
M.	Hongkong fee \$20 \$210, buyers	Mr. A. Hollingsworth Mr. W. B. Walker Mr. H. E. Howard Mr. and Mrs. Warren	Outer great, bresstiet to all others. Bole
M.	Hongkong Kope \$50 \$14.0, sellers	Capt. Howie Mr. G. A. Watkins	
M.	H. & W. Doca Soul 2215, buyers	Mr. and Mrs. N. Huke Mr. W. J. G. Whiley. Dr. W. Hunter Mrs. A. M. Whitton	INSURANCES
n-	Canton \$50 \$170, ales & buy.	Mr. D. Jaife Mr. A. J. Williams	
и. ј	Catad Piro	Mr. E. Johnstingsin Dir. J. M. Wilson	AACHEN AND MUNICH FIRE IN.
u.	Hongkong f'uro 553 8355, bayora	Mr. & Mrs. E. S. Joseph ar. & Mrs. C. E. Wool- Mr. E. A. Katsch mer	SURANCE CO.
to	Norta Catas 225 Ts. 1874, buyers	PRAK HOTEL.	OF AIX-LA-CHAPELL.
	Strates	Mr. Douglas Abbey Mr. H. U. Joffries	THE Undersigned, having been appointe
M.	kan tazo puo \$1274, meliera	Mr. John Barrett Mr. J. Jessen Bir Henry Barkely Col. R. F. Johnson	A. AGENTS for the above Company, ar
	Land and Bunding-	Mr. Andrew Beattie C.M.G. R.A.	prepared to ACCEPT RISKS against FIRI at Current Rates.
	Hongrong Land 14v. \$100 \$172.	Mr. & Mrs. A. H. Hot- Mrs. Johnson tenhe m & children Major H. S. King, R.E.	DESTRUCTION OF THE ACCOUNT OF THE PARTY OF T
	nowwoon mand & B. Div \$30, tales & buy.	Major Hewley Mr. C. Kock	Agenta
1-	Luzon Sugar \$100 \$10, sellers	Mr. Ralph A. Brabazon Mr. R. Martin	Hongkong, 21st April, 1897
	Alastin Luvest. C.s. ad ou : 5.0, seliera	Mr. H. F. R Brayne Mr. A. B. McDermott	THE LIVERPOOL AND LONDON AND
	Charbonnages Fos.250 \$550.	Mr. Phelit I. Buchanan Mr. F. E. Meloy	GLOBE INSURANCE COMPANY
n	Jeleou \$5 \$14. sales & buy.	Mrs. A. Chapman Mr. & Mrs. Miller Mr. Edgar Cockell Mr. Robert Mitchell	Assers Exceed Ten Millions Strucing
	Panjom \$10 \$14, setions	Mr. A. r. Couris . Major Osborne: R. A.	AGENTS at a prepared to ACCEPT
	Ranos 19/10 86 40flers .	Mr. Arthur W. ragg Mr. W. Otto Mr. J. W. Orouch Mr. Leonard D. Philpot	FOREIGN and CHINESE RISKS agains FIRE, at Current Rates.
ı. İ	New Amoy Dock \$61 \$37, buy & sales	Mr. & Mrs. Goo. H. Dann Mr. A. H. Ronnio	WM. MEYERINK & CO.
	Powell, Lid. America. \$10 \$45, setters.	Major and Mrs. Denny, Hon. R. Murray Rom. D.A.A.G. say, R.N.	Hongkong, 3rd June, 1902. 157
	nobinson Pana Co, Ld. Sou Soo.	Mrs. Dunsford & child . Mrs. Sawer	JORTH BRITISH AND MERCAN
	China and Manila \$50 \$324, sellors _	LieutCol. and Mrs. Mr. A. Sinchie Ferrier Mr. A. G. Stokes	TILE INSURANCE COMPANY.
	35 nomina.	Mr. A. Finke Mr. W. O. C. Spale's.	TOTAL FUNDS AT 31ST DECEMBER, 1901
	Loughes Steamship \$50 \$15.	Mr. Audrew Forbes haver Mr. I. Grabam Gow Mr. H. Struwe	£15.722,693.
•	ando-Chian B. N Elo Sou, sales	Mr. G. C. Lindsay Grant Mr. J. S. Thomson	I. AUTHORISED CAPITAL 63 000 000 0
	Trading Co £1 £2, sollers	Mr. & Mrs. H. S. Vauge	SUBSCRIBED CAPITAL 2.750,000 0
	Mark August 1811	Major Hamilton han and children Mr. Theodore Hardse Mrs. W. Wilson & child	FAID-UP CAPITAL 887/500 0
•	\$5 \ \$10\$, sales	Mr. u. O. Huron	II. FIRE FUNDS 2,695,548 5
-	United Asbestos 55 nominal	LieutCol & Mrs. Heron	The Undersigned, having been appointed
-	Do. 1000000 \$100 \$155, buvers	CRAIGIEBURN HOTEL.	AUDINAS IOF the shove Company and was
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